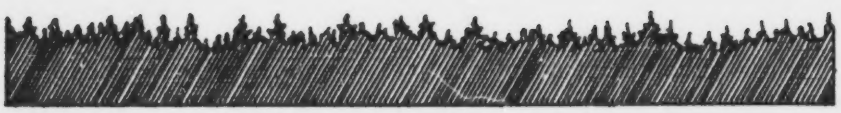

AIR RONGE

COMMUNITY PLANNING STUDY

Hilderman
Witty
Crosby &
Hanna &
Associates | Landscape Architects
& Planners

03 May 1985

Mr. Gordon Stomp
Mayor
Northern Village of Air Ronge
Box 165
La Ronge, Saskatchewan
SOJ 1LO

RE: AIR RONGE COMMUNITY PLANNING STUDY

Dear Mayor Stomp:

We are pleased to submit the final report of the Air Ronge Community Planning Study. This report includes the background material collected and used to prepare the Basic Planning Statement for the Village. In addition, it contains a variety of recommendations pertaining to future development in Air Ronge, and we trust that Council finds these recommendations, and the information upon which they are based, to be of use as development questions and issues arise over the next few years.

Although this report may prove interesting and of some value as a convenient and comprehensive reference document, we hope that its real value will become apparent as its recommendations are implemented. Some of these recommendations will be implemented through the adoption of the new Basic Planning Statement Bylaw which was also prepared as part of this study. Others will be implemented through adoption of a new Zoning Bylaw which will reflect the goals, objectives and policies in the Basic Planning Statement. Still other recommendations, however, cannot be implemented without further action by Council, sometimes in co-operation with Village businesses and residents.

. . . 2

WINNIPEG • SASKATOON
504 Queen Street, Saskatoon, Saskatchewan, S7K 0M5 1 (306) 665-3441

We have very much enjoyed the opportunity to work with the Village of Air Ronge on this most exciting project. The interest and enthusiasm shown by Council and Village Administrator Joyce Forrest in assisting us, providing direction, and participating in our numerous meetings, is greatly appreciated. Also most gratifying was the interest demonstrated by Village residents through their willing co-operation during the community questionnaire survey and by the number of people who dropped in to the recent public open house.

We wish you well as you take the Basic Planning Statement and Zoning Bylaws through the formal adoption process, as you begin to deal with the issues and concerns identified in this study and as you proceed with implementation of the recommendations contained herein. If there is any way in which we may be of further assistance, please do not hesitate to call.

Sincerely,

HILDERMAN WITTY CROSBY/HANNA & ASSOCIATES

Andrew J. Hanna, M.C.I.P.

CANADIAN INSTITUTE OF PLANNERS
MEMBER – MEMBRE
ANDREW J. HANNA
INSTITUT CANADIEN DES URBANISTES

AJH/ljw

COMMUNITY PLANNING STUDY

FOR THE

NORTHERN VILLAGE OF AIR RONGE

Submitted by:

HILDERMAN WITTY CROSBY HANNA & ASSOCIATES
Landscape Architects and Planners

in association with:

DELOITTE HASKINS & SELLS ASSOCIATES
Management Consultants

ACKNOWLEDGEMENTS

Gordon Stomp - Mayor, Northern Village of Air Ronge

Gary Kidd - Councillor, Northern Village of Air Ronge

Winnifred Phillips - Councillor, Northern Village of Air Ronge

Bill Plunz - Councillor, Northern Village of Air Ronge

Chris Rule - Councillor, Northern Village of Air Ronge

Joyce Forrest - Village Administrator, Northern Village of Air Ronge

Nicki Brandon - Planner, Community Planning Branch
Saskatchewan Urban Affairs

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1. INTRODUCTION

In 1978, a planning study was prepared by Hilderman Feir Witty & Associates for the community of Air Ronge. This provided the background information for the Municipal Development Plan which was adopted in 1980. Many of the development proposals in this previous study, such as development of Sanderson Point and the former airstrip site, have already been implemented. With the recent enactment of new planning legislation in Saskatchewan, it was felt that an update and review of the existing development plan was required.

The new Planning and Development Act introduces the Basic Planning Statement as a tool to provide guidelines for development. This study takes the form of a Basic Planning Statement, which includes the following:

a. A background report which up-dates the 1978 study (this volume).
b. A Basic Planning Statement containing the concerns, objectives and policy statements.

As a follow-up to this study, the Community Planning Branch shall assist Council in the preparation of a final zoning bylaw for Air Ronge.

1.1 STUDY PROCESS

The Air Ronge community planning study included a number of important steps, including the following:

1. Establishment of a Steering Committee to direct the study. Membership consisted of Village Council, the Village Administrator, Community Planning Branch and the consultant.
2. A public participation program involving a general community questionnaire survey, a business community questionnaire survey, a series of newsletters and a public review.
3. An up-date of the biophysical resource analysis undertaken for the 1978 community planning study.

4. An up-date of socio-economic factors affecting future development in Air Ronge, including land use analysis, assessment summary, profile of the Air Ronge business community, and analysis of health, education and other social development.

5. A review of regional development opportunities.

6. An assessment of the human resources and employment conditions in the Village.

7. The preparation, on behalf of the Village, of a documented application for extension of community boundaries (which received Ministerial approval prior to completion of the study).

8. Preparation of site development plans and preliminary designs for a number of sites in the Village.

Throughout the study, material was reviewed with the Steering Committee, which met on a regular and frequent basis.

1.2 THIS REPORT

This report consists of the background information which was collected, compiled and analyzed for the Air Ronge Community Planning Study and Basic Planning Statement. It includes the following:

1. An examination of the opinions and aspirations expressed by the residents of Air Ronge surveyed during the course of the study;

2. Analysis of information and opinions obtained from the Air Ronge business community through a separate survey;

3. Information obtained from interviews with government officials and business people knowledgable about the social and economic character of Air Ronge, its surrounding area and northern Saskatchewan in general;

4. Data compiled from available relevant studies, reports and statistical documents; and

5. Information and statistics respecting municipal administration obtained through interviews with, and review of records of, the Village of Air Ronge.

6. Recommendations regarding future growth and development in Air Ronge.

1.3 STUDY TEAM

The team assembled to undertake the Air Ronge Community Planning Study consisted of three individuals. Andy Hanna, of Hilderman Witty Crosby Hanna & Associates, was overall study director and the planning consultant responsible for all aspects of the study. Andre Schwabenbauer, also with Hilderman Witty Crosby Hanna & Associates, assisted with field data collection, administration of questionnaire surveys, and preparation of site development plans and preliminary designs. Ian MacPherson, of Deloitte Haskins & Sells Associates was responsible for analyzing the business community, assessing regional development opportunities and providing recommendations regarding administrative policies and procedures. Technical and clerical support was provided by the Saskatoon office of Hilderman Witty Crosby Hanna & Associates.

2. DEVELOPMENT ISSUES

One of the major factors affecting the overall direction of the Basic Planning Statement and planning recommendations was the issues and concerns raised by the community and by Council. To this point, major issues as perceived by Council have been documented and both Air Ronge residents and the local business community were approached for their thoughts about the village and its future. As the study progressed, additional Council meetings allowed a refinement of issues through further discussion and investigations.

2.1 RESIDENT QUESTIONNAIRE SURVEY

In July 1984, 42 households in Air Ronge participated in a residents' questionnaire survey. This participation rate represents a sample of nearly 30 per cent of all households in the village. Personal interviews, using a structured questionnaire, covered a variety of items, including desires for future development, shopping and purchasing patterns, attitudes regarding level of present services and facilities, and ideas about how to improve the community. A detailed summary of the residents' questionnaire survey may be found in Appendix 1 of this report.

Some of the general trends and opinions arising from an analysis of survey results include the following:

1. The need for more permanent job opportunities was, by far, the most important of twelve items listed. Other important items included the provision of job creation/training programs, the need for more children's playground facilities, more local industry and general recreation facilities, and the establishment of a Village Fire Department.

2. Nearly 75% of respondents wanted Air Ronge to have more industry/business development, but only slightly more than half felt there should be more shopping facilities.

3. La Ronge is clearly the source of products for the vast majority of daily purchasing needs of Air Ronge residents, while Prince Albert is the primary centre for major purchases. Only about 30% of respondents felt that shopping in the area was inconvenient.

4. When asked which sector(s) had the most potential for business development and job opportunities, two sectors were clearly considered to have the greatest potential: light industry and tourism development. Specific opportunities identified within these sectors include cottage handicrafts, northern engineering design, camping facilities, golf course, lakeshore park development.

5. In general terms, respondents were optimistic about the future of Air Ronge, with only one respondent pessimistic and about 30% only cautious.

2.2 BUSINESS COMMUNITY QUESTIONNAIRE SURVEY

In July 1984, 18 of the estimated 21 businesses located in Air Ronge were interviewed, using a structured questionnaire which covered basic information on goods and services offered, employment, sales and markets served (see Section 3.2.2), as well as the concerns and opinions of the Air Ronge business community. A detailed breakdown of responses in this summary may be found in Appendix 2 of this report.

These concerns and opinions can be summarized as follows:

1. Generally, the businesses surveyed can be characterized as cautiously optimistic about the future of Air Ronge, and about their prospects for future viability, despite the serious downturn in the area and northern Saskatchewan economy in the past three years:

   a. 60% of respondents have plans to expand their businesses;

   b. nearly 50% plan to offer new products and services; and

   c. none expressed any plans to move out of Air Ronge, nor to close their doors.

2. Key factors identified by business respondents as affecting future viability and expansion were:

   a. development of base metal mines in the region in the next few years, and new uranium mining development;

   b. an improvement in the general economic climate in northern Saskatchewan, especially in the Air Ronge/La Ronge area; and

   c. future population growth and stability in the area.

3. A majority of the Air Ronge businesses surveyed expressed no specific problems related to being located in Air Ronge with respect to manpower, transportation, communications, taxes, financial and business services available in the area, finding required land or building space, or the level and quality of municipal and government services. Problems mentioned most frequently by a minority of respondents were:

   a. the shortage of qualified, skilled manpower in the area;

   b. the length of time required to have equipment, materials and parts shipped to Air Ronge;

   c. the need for another bank in the area to provide more competition; and

   d. the level of taxes paid in relation to the quality of roads, health care and garbage collection, and the cost of water service hook-up.

4. Specific business opportunities identified as having potential in Air Ronge were:

   a. a car wash;

   b. a lumber yard;

   c. a radiator and air conditioning repair shop;

   d. a souvenir/gift shop;

   e. a 24-hour gas station in the summer season;

   f. a clothing store; and

   g. a supermarket

5. When asked to rank the economic sectors in which they believe that the most potential exists for business development and job opportunities for Air Ronge and its residents, the respondents responded in the following order:

   #1: tourism development (66 points)

   #2: light industry (58)

   #3: natural resources development (44)

   #4: resource service companies (34)

   #5: job creation/training programs (23)

   #6: more government offices and facilities (14)

6. Specifically, the respondents identified the following opportunities:

   a. tourism: hotel/motel and better promotion;

b. light industry: radiator/air conditioning shop;

c. natural resources: fishing; sawmill/chipboard plant

7. The respondents recommended, in order to make these opportunities happen, that:

a. the Air Ronge business community:

- increase tourist promotion;
- seek to attract more tourism-oriented businesses;
- encourage businesses to join the La Ronge Chamber of Commerce; and
- carry out a general "facelift" of business establishments

b. The Village of Air Ronge:

- promote Air Ronge better;
- develop a working, structured program to attract light industry;
- better co-ordinate services and programs with La Ronge (for example, reduce duplication of road maintenance equipment);
- reduce lot prices;
- try to attract mining companies to open an office and construct employee housing in Air Ronge; and
- promote the Air Ronge "Industrial Park".

c. The Government of Saskatchewan:

- study and improve the fishing resource in the area;
- identify Air Ronge/La Ronge as a key area for light industry and small business to locate;
- increase funds for job creation; and
- provide policies and funding to assist expansion of the wild rice industry

8. Other comments relating to business/economic development were that:

a. tax benefits make Air Ronge a better place to do business than La Ronge;

b. exploration and mining activities are the key factors to future business development;

c. the forestry resource is too poor to realistically expect a lumber industry to develop; and

d. fluctuations in government employment in the area have hurt business.

2.3 COUNCIL CONCERNS

The following points set out the concerns of Village Council.

2.3.1 Administration

a. At present, there is no 'urban reserve' within the corporate limits of the municipality to allow for properly planned responses to future development pressure, as existing development and recently registered plans of subdivision have already reached the Village boundary.

b. Residents of the area north of the Montreal River, between I.R. 156B and Bigstone Lake have traditionally been part of the Air Ronge community. Today, residents of this area are still receiving the benefits of living effectively within the Air Ronge community without assuming any of the responsibility of maintaining these benefits. Further the Village presently has no control over disposal of wastes by residents along the north bank of the river (immediately upstream of the village water intake).

c. Given that Air Ronge cannot expand to the east (because of Lac la Ronge), the north (because of Indian Reserve) or the south (also because of the Indian Reserve), there remains only one possible direction for future growth; to the west toward Bigstone Lake(1).

d. Presently, serviced commercial and industrial lots in the Village are being sold with an additional charge (on front foot basis) to cover the costs of sewer and water servicing. Unsold lots are accruing interest (based on prime rates) which, over time, could see such lots becoming less and less marketable.

e. In the past, decisions affecting development in the region, and thus (at least indirectly) Air Ronge, have been made without adequate consultation of Village Council.

f. Strong community opinion favours the establishment of an autonomous Village fire fighting service.

g. The Village is involved in cost-sharing arrangements with the Town of La Ronge, in which the benefits of such arrangements are not perceived to justify the costs.

---

(1) NOTE: Concerns 'a' through 'c' were resolved when Ministerial approval was granted to the Village's application for community boundary extension.

2.3.2 Regional Situation

a. The Air Ronge/La Ronge area is playing, and will continue to play, an important role as a major service centre for northern Saskatchewan. Expansion of this role will, however, be dependent upon continued northern resource development and production and expansion of the tourism industry in the north.

b. Air Ronge is in a comparatively advantageous position to attract industrial, commercial and tourism development (relative to La Ronge), because of land availability and prices (both serviced and unserviced), lower service costs than the Town and lower property taxes. In addition, Air Ronge is located directly on the route of any land based travellers headed north into La Ronge or south out of the town (i.e. it is the 'gateway' to La Ronge and the north).

c. Air Ronge, despite this advantageous position, is still functioning primarily as a dormitory community for La Ronge.

2.3.3 Residential

a. Presently, 63 serviced residential lots are vacant in Air Ronge and a further 89 unserviced residential lots have been surveyed but undeveloped. In addition, 21 vacant mobile home lots have been partially serviced (road and power, but no sewer and water).

b. Air Ronge has been, and will continue as, a preferred area for establishing residence in the La Ronge/Air Ronge area.

c. Much of Air Ronge is not suitable for residential development due to high water tables, poor drainage and/or unsuitable soil condition.

2.3.4 Commercial

a. Stores in the Town of La Ronge receive most of the shopping dollars from Air Ronge residents for daily needs.

b. Prince Albert is the source of most major items purchased by Air Ronge residents.

c. The majority of Village residents are desirous of having more shopping opportunities in Air Ronge, especially major grocery/Co-op style stores.

d. Air Ronge's situation on the major highway into the north offers significant potential for commercial development capitalizing on tourism and related activities.

e. There is a major visual image problem related to development along Highway No. 2. At present, the image of Air Ronge is not particularly attractive to tourists or other travellers, or to businesses looking to service such clientele.

2.3.5 Industrial

a. Many of the government and private industrial activities along Highway 2 are an eyesore to passers-by, residents and tourists.

b. Industrial activity not requiring direct highway access is taking up valuable highway frontage.

c. Industrial development in Air Ronge since 1978 has not kept pace with growth in the residential sector.

d. There is considerable potential for increased demands for supplies and services to the mining industry and to attract local offices for mining operations.

e. Forestry and logging operations are anticipated to increase substantially in the Air Ronge region, with potential for involvement of small operators in dimension lumber production over the next five to eight years.

2.3.6 Parks and Recreation

a. Although considerable progress has been made in the development of recreation facilities for children since 1978, there is still some shortfall in the quantity of all types of desired recreation facilities in the Village and, with future growth west of Highway 2, there will be an inequitable distribution of such facilities.

b. The recent development of lakeshore park facilities, lake access and docking has proven very popular and there is a demand for expansion of these facilities.

c. The largest portion of Village Parks and Recreation dollars goes toward paying the Village's share of operating costs of the La Ronge Uniplex, thus leaving little funding for operation of other Village recreation programs or facilities.

2.3.7 Health

a. Fifteen percent of residences in Air Ronge are still without sewer and water services.

b. There is a possibility that a major Level II, III and IV care facility for senior citizens and others may built in the Air Ronge Region. Development of such a facility in the Village could bring significant direct employment and spin off economic benefits in Air Ronge.

2.3.8 Education

a. Despite major growth in the Air Ronge school age groups since 1978, population decreases in La Ronge since 1982 have reduced pressure on educational facilities in La Ronge. However, budgets may have been adversely affected, with potentially negative impacts on the quality of education for Air Ronge residents.

2.3.9 Circulation

a. Highway 2 creates a major traffic flow through the heart of the Air Ronge community.

b. With increased development in Air Ronge, east-west vehicle and pedestrian circulation across Highway 2 will lead to increased traffic hazards.

c. A pedestrian-oriented circulation system is not in place for safe pedestrian movement.

d. Transportation of hazardous materials in trucks travelling north and south along Highway 2 poses potential hazards in terms of possible spills in the Montreal River or along the roadside.

2.3.10 Environment

a. Air Ronge is situated in an area of varied relief and subsurface material which can present development problems.

b. Past development has sometimes encroached upon environmentally sensitive areas.

c. Significant flood hazards exist through portions of the Village.

3. RECOMMENDATIONS

On the basis of the factors analyzed during the course of the study and the concerns voiced by residents, businessmen and Village Council, an integrated development strategy was developed. This strategy consists of a number of distinct, but interrelated elements.

3.1 BOUNDARY EXTENSION

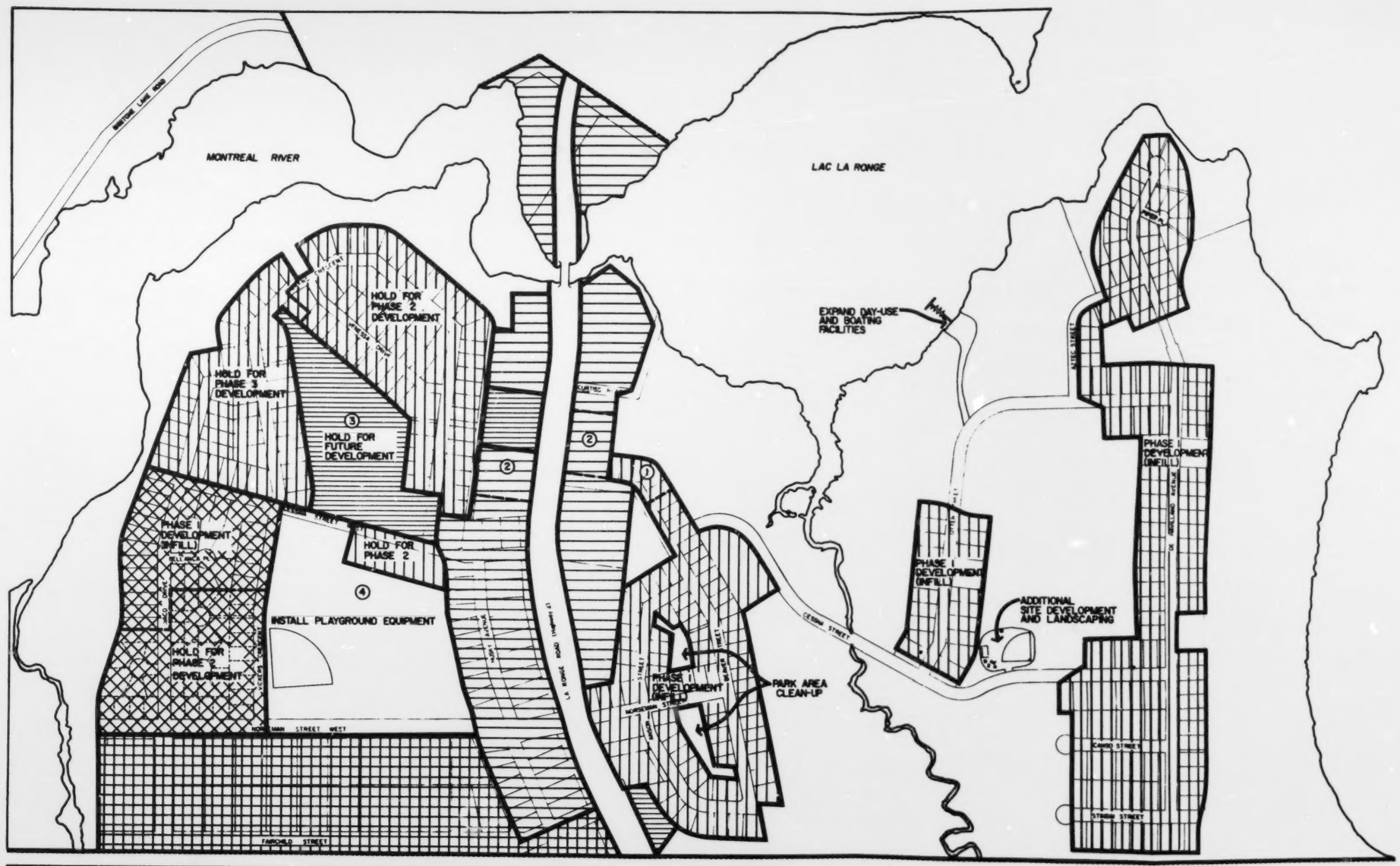
The rationale behind the Village's application for municipal boundary extension is documented in Section 4.2.5 of this report, and Council's concerns in this regard are set out in Section 2.3.1. Inasmuch as Ministerial approval was granted to the application during the course of the planning study, further recommendations regarding boundary extension have been made unnecessary.

3.2 DEVELOPMENT CONCEPT (MAP 1)

The Development Concept which has been prepared for Air Ronge sets out seven land use categories for the Village. In addition, under the new Planning and Development Act (1984), municipalities are empowered to use a special 'holding' provision for areas that are not anticipated to be developed in the near future, provided that the long term land use intent for these areas is set out. The Development Concept incorporates all lands lying within the recently revised Village boundary.

3.2.1 Residential Development

A number of revisions are proposed to the way in which residential development occurs in the Village. First it is recommended that multiple-unit housing be considered an appropriate use, either in association with, or separate from, single-unit housing areas. Thus, the need for an 'R2' zoning designation can be eliminated by considering multiple-unit housing a discretionary use in single-unit housing areas. This approach would increase Council's flexibility in dealing with multiple-unit housing development opportunities if and as they arise. Appropriate development standards for this use would need to be set out as part of the new zoning by-law. Two-unit dwellings are proposed to continue as a discretionary use in single-unit housing areas.



AIR RONGE COMMUNITY PLANNING STUDY

LAND USE TYPES

- RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- PARKS AND RECREATION

NOTES:

1. RETAIN 'UR' ZONING UNTIL OPPORTUNITY EXISTS TO RE-ZONE TO 'R' WITHOUT INTERFERING WITH OWNERS' INTENTIONS
2. RETAIN 'R' ZONING UNTIL OPPORTUNITY EXISTS TO RE-ZONE TO 'C' WITHOUT INTERFERING WITH OWNERS' INTENTIONS
3. POSSIBLE FUTURE USES INCLUDE SCHOOL OR SPECIAL CARE HOME
4. DEPENDING UPON ULTIMATE USE OF PARCEL REFERRED TO IN NOTE 3, A PORTION OF THIS PARCEL COULD BE USED FOR SCHOOL, OR SPECIAL CARE HOME; REMAINDER OF PARCEL TO BE RETAINED AS PARK

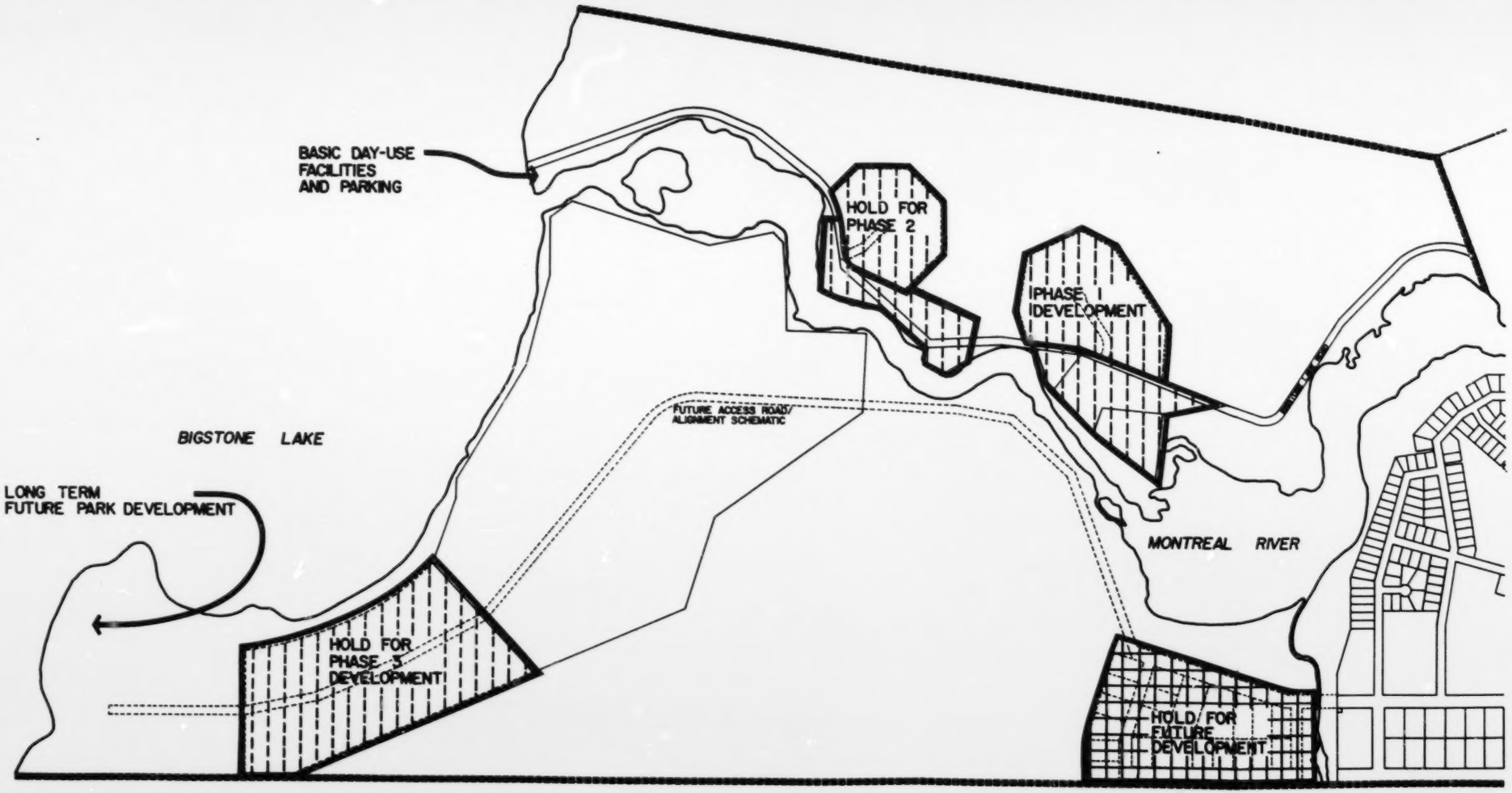
DEVELOPMENT CONCEPT

scale in metres
10 50 100 200 300

prepared for:
THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby & Hanna Associates
Landscape Architects & Planners
304 Queen Street, Saskatoon, Saskatchewan, S7K 0M3

1
EAST



AIR RONGE COMMUNITY PLANNING STUDY

LAND USE TYPES

- RURAL RESIDENTIAL
- INDUSTRIAL
- PARKS AND RECREATION

POSITION OF ALL FEATURES AND BOUNDARIES APPROXIMATE

DEVELOPMENT CONCEPT

scale in metres

0 100 200 500

prepared for:

THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby Hanna & Associates
Landscape Architects & Planners
304 Queen Street, Saskatoon, Saskatchewan, S7K 0M3

1 WEST

The second revision proposed relates to the designation of 'rural residential' areas. Such a designation offers an alternative to standard, smaller village lots and could serve to attract a greater level of residential development in the Village. Rural residential areas are intended to consist of lots of no less than approximately 1 ha (2.5 acres) and receive a lower level of municipal services than other standard residential areas.

The third revision to the approach taken by the Village toward residential development is a recommendation that a firm policy be established regarding the 'opening up' of new residential areas before existing areas are nearly fully occupied. Such a policy will prevent the need to provide expensive municipal services to new areas while there are still numerous serviced lots available in existing subdivisions. In addition, such a policy will help to ensure adequate infill of serviced areas at the fastest possible rate, as new areas will not be there to 'compete' for development with existing subdivisions.

Generally, it is recommended that residential development be approached on the following basis:

Phase I : infill of existing residential areas east of Highway 2

: infill of existing mobile home lots west of Vickers Drive and south of Cessna Street West

: establishment of one rural residential subdivision cluster on the north side of the Bigstone Lake Road

: designate, for longer term rural residential development (using the 'holding' provision), a second area north of the Bigstone Lake Road

: designate, for long term rural residential development (using the 'holding' provision), an area near Bigstone Lake in the southwest corner of the area recently added within the Village boundary. Development of this area will also be contingent upon the provision of suitable road access.

: designate, for future standard residential development, (using the 'holding' provision) the existing unserviced subdivision in the northern portion of the old airport site.

: designate, for future mobile home subdivision development (using the 'holding' provision) the area south of the existing mobile home subdivision to Norseman Street West.

Phase II : standard residential development in the eastern half (±) of the previously surveyed subdivision on the old airport site. NOTE: Because of high servicing costs, it is recommended that only a portion of the total subdivision be opened up for development initially. The eastern portion is recommended for Phase II development because servicing costs are anticipated to be lower than for the western portion. However, if it is decided to service the existing mobile home subdivision at that time, it is recommended that the western portion of the standard residential expansion area be opened up in Phase II. Further, provision of services to the existing industrial area could be facilitated under this scenario.

: mobile home residential development in the area south of the existing mobile home subdivision to Norseman Street West, as required.

: rural residential development in the second area north of the Bigstone Lake Road, as required.

Phase III: standard residential development in the remaining portion of the previously surveyed subdivision on the old airport site.

: rural residential development in the area near Bigstone Lake in the extreme southwest corner of the Village, provided that the provision of road access is feasible.

Of special note are three lots on Beaver Street, in the old Air Ronge subdivision, that are presently zoned for, and occupied by, mobile homes. Although it is not recommended that these lots be immediately re-zoned for standard single-unit housing, it is suggested that if, as and when an opportunity exists to re-zone any and/or all of these lots without interfering with the owners' intentions, the Village take full advantage of such opportunity.

3.2.2 Commercial Development

The direction established for commercial development in the 1978 Community Planning Study and 1980 Municipal Development Plan is proposed to continue. As stated in the 1978 Community Planning Study, "to provide consolidation to the highway strip, avoid land use conflict, make better use of the valuable land and provide a commercial focal point for Air Ronge, the land along the highway is proposed for commercial activities." Since that time, two parcels (one on each side of the highway) have been re-zoned to 'Industrial' to accommodate expansion or redevelopment plans of two major Air Ronge businesses.

Although such use is not considered desirable, it is recognized that these two operations are important to Air Ronge, and it is therefore not recommended that the parcels in question be again re-zoned to 'Commercial'. However, it is strongly recommended that the Village resist any further re-zoning of parcels fronting on the highway to 'Industrial'. Further, it is recommended that if, as and when an opportunity exists to re-zone either and/or both of these parcels to 'Commercial' without interfering with the owners' intentions, the Village take full advantage of such opportunity.

3.2.3 Industrial Development

The existing industrial area along the south Village boundary west of Highway 2 is currently less than 50% occupied. Twelve of the 21 surveyed lots and one larger parcel (which could accommodate up to an additional three or four lots) are vacant. Based on recent industrial development trends, it would appear that the existing industrial land supply is sufficient to meet needs for the foreseeable future.

In the longer term, the Development Concept illustrates an additional 20-25 industrial lots immediately west of the existing industrial area, with access provided along a westward extension of Norseman Street West. It is recommended that this area be set aside (using the 'holding' provision) for long term future use.

3.2.4 Institutional Areas

One major parcel was set aside in the 1980 Municipal Development Plan for future institutional purposes. At that time, the principal intent was that the parcel would be used for possible future school development. As noted in Section 4.3.1 of this report, a possibility exists for Air Ronge to attract a major Regional Care Facility, and the Village may wish to set aside land for such an eventuality. Thus, this parcel should now be considered as a possible school site or a possible Regional Care Facility site. Should it come to pass that both types of institutions are to be built in Air Ronge, a portion of the large parcel of Village park land directly south of the institutional parcel could also be suitable for either purpose.

3.2.5 Park and Recreation Areas

Although much of the community is zoned for park and recreation purposes, the potential for such development is limited due to the existence of extensive areas of muskeg and/or poorly drained lands. Therefore, only a few major park areas exist. Included among these are the lakeshore park (where beach development, picnic facilities and boat-docking facilities have been provided), Gordon Denny Park (where children's playground facilities have been constructed) and the Village park on the old airport site (where a ball diamond and associated facilities have been installed).

Recommendations for future park and recreation development include (on the following priority basis):

1. Expansion of day use parking, boat launch and boat docking facilities at the lakeshore park area. Establish a user fee system for boaters using dock facilities (see Section 3.8 Special Projects).

2. Site development at Gordon Denny Park (see Section 3.8 Special Projects).

3. Install basic playground equipment in Village park for the use of children living west of Highway 2.

4. Provide basic day-use facilities and small parking area at western terminus of Bigstone Lake Road.

5. Clean up appearance of small public reserve parcels in the old Air Ronge subdivision.

6. Long term trail development and installation of basic day use facilities along the south shore of the Montreal River.

7. Long term park development of lakeshore area in extreme southwest corner of the Village, if, as and when road access is provided to the area.

It is recommended that special interest groups, businesses and service clubs be approached to provide contributions or any other form of assistance to these parks and recreation development projects. The importance of the amenities provided by pleasant parks and recreation areas, facilities and opportunities cannot be over-emphasized as a factor that can increase the attractiveness of the Village to both prospective residents and prospective commercial and industrial employers.

In addition, interest has been expressed by the private sector, in the possibility of developing a golf course in the vicinity of Bigstone Lake, south of the Montreal River. Without commenting on the feasibility of this, or any other proposal for tourism and recreation development in this area, it is recommended that the Village adopt a policy which accepts, in principle, the appropriateness of this type of development for this area. However, before any development is allowed to proceed, the Village must ensure that adequate safeguards are in place to ensure that the Village is not left responsible for the high costs of providing access and other services to such a development, and that the development, once begun, proceeds steadily to completion.

3.2.6 Roads

Recommendations for road development relate to two areas: the Bigstone Lake Road, north of the Montreal River; and provision of road access into the new community area, south of the river. Currently, the Bigstone Lake Road is unsurveyed, and it appears to bisect a registered parcel along the river. It is recommended that the road be surveyed, that problems with

respect to the crossing of registered parcels be resolved, and that the road survey be registered before any additional development is permitted north of the Montreal River between the La Ronge Reserve and Bigstone Lake.

The Development Concept illustrates a conceptual alignment for an access road to Bigstone Lake south of the Montreal River. It is recommended that the Village not proceed with construction of such a road unless and until satisfactory cost sharing arrangements can be made with any private developer(s) interested in developing the area within the framework of the Development Concept.

Worthy of note is the fact that no road crossings of the Montreal River are proposed in the Development Concept. It is the opinion of the consultants that such a road crossing would have a major negative impact on the relatively pristeen nature of the river (which is an important visual and aesthetic resource in the Village). Further, such a crossing could put at risk the quality of water in the river. Inasmuch as the Village water intake is immediately downstream at the mouth of the river on Lac la Ronge, this is a significant concern. In any case, should a decision be made to construct a bridge across the river, the environmental implications of such a development should be carefully and comprehensively assessed.

3.3 LAND TRANSFER

To further facilitate local autonomy and to provide direct local control over development, it is recommended that all Crown Land within the area recently added through the extension of the municipal boundary (including all leases) be turned over to the Village. Before such transfer can be made, however, it will be necessary to have the new community boundaries surveyed.

3.4 CIRCULATION

The safe movement of pedestrians in Air Ronge, both along Village streets and on separated pedestrian routes, can be facilitated in a number of ways. By continuing to require off-street parking and loading facilities in

residential, commercial and industrial areas, the Village will help to minimize hazards posed by vehicles parking along shoulders of roads.

Traffic hazards generally increase as the number of intersections increase along major routes. It is therefore recommended that no additional intersections be permitted along Highway 2 and that existing intersections be properly signed and well-lighted to reduce hazards to both vehicles and pedestrians.

Finally, it is recommended that a segrated pathway or walkway be developed alongside Highway 2 to provide a safe north-south pedestrian route through the Village. Development of this walkway system could be tied in to the proposed streetscaping program along Highway 2, as discussed in Section 3.8.

3.5 SHARED COMMUNITY SERVICES

3.5.1 Fire Protection

It is recommended that the Village request the Provincial Fire Inspector responsible for the Air Ronge/La Ronge area (who is based in Prince Albert and is a former resident of the area) to study the present operation of the La Ronge volunteer fire department. It is further suggested that he report to a committee of Air Ronge and La Ronge officials and that his terms of reference include the following:

1. Recommendations for potential improvements in the operation of the department which would reduce response time, assure an adequate fire-fighting force on a 24-hour basis and maintain good communications between the department, municipal officials and area residents; and

2. Assessment of the desirability and feasibility of locating a fire department 'sub-station' in Air Ronge, with particular emphasis on dealing with fires which occur at night, when risks to property and persons are highest.

3.5.2 Uniplex

It is recommended that the Village commence discussions with the Town of La Ronge and with the Department of Culture and Recreation (as a consultant) with a view to formalizing:

1. The proportionate representation of the Village with respect to planning, management and operations of the Uniplex; and

2. The appropriate relative contribution of the Town, the Village and the Lac la Ronge Indian Band to the annual operating deficits of the Uniplex, with special emphasis on arrangements for same after 1987.

3.6 TRANSPORTATION OF HAZARDOUS MATERIALS

A number of recommendations follow which relate to minimizing the potential for a spill of hazardous or toxic materials while they are being transported through the Village and to increasing the capability of the Village to deal with a spill situation should one occur. With respect to reducing the spill hazard, it should be noted that in December 1984, provincial regulations were published controlling both the equipment used in the transportation of hazardous goods and the labelling of containers. Enforcement of these regulations is intended to commence in January 1986.

The Village of Air Ronge also has the legal authority to adopt a 'dangerous goods bylaw' which could be used to govern the routing and parking of vehicles containing same. Unfortunately, such a bylaw would not be able to deal with the most critical aspect of spill hazards in the Village: the Highway 2 crossing of the Montreal River. Village Council may make representation to the Deputy Minister, Department of Highways and Transportation, regarding possible further measures to reduce the accident and spill hazard. However, the Department of Highways Design Engineer responsible for the Air Ronge/La Ronge area has indicated that, from a design point of view, the highway through the Village and across the river is as safe as possible now.

With respect to increasing local capability to deal with spill situations, two actions are recommended. First, the Village should request that the Emergency Measures Branch (Saskatchewan Urban Affairs) nominate an Air Ronge resident (designated by Council) as a trainee in a regular federal program designed to train people in how to handle dangerous materials in accident and spill situations. Second, the Village should contact the Spill Response Section of the Land Protection Branch, Saskatchewan Environment and request that a representative come to Air Ronge and explain, to Council, Village staff and other interested residents, what should be done in the event of a spill or other hazardous materials emergency.

3.7 DISPOSITION OF COMMERCIAL AND INDUSTRIAL LOTS

The need to devise policies and procedures that will assist in the marketing of unsold commercial and industrial lots in Air Ronge on an equitable basis is apparent. It is therefore recommended that:

1. The Village continue to quote serviced lot prices at the fair market value;

2. The sewer and water charges continue to be calculated as a charge separate from the lot price, and be identified as a flat charge per front metre, payable in a lump sum upon purchase of a lot or over a ten-year period, starting at the date of purchase of the lot, at an interest rate of prime plus two per cent, and such interest would also be charged starting at the date of purchase of the lot;

3. Because no use would have been made of a lot by the purchaser prior to purchase, no interest charges which accrued to that lot prior to purchase should be payable by the purchaser;

4. The Village offer, as an option, lots on a five to seven-year lease-purchase basis, with the lease based upon fair market value, the full proceeds of the lease payments being applicable to the purchase of the lot at the expiry of the lease (and at the price at which the lot was available for sale at the time the lot was leased); cancellation of the lease by either party prior to expiry would entail forfeiting all lease payments made to that point; sewer and water charges would be administered as in the case of ten-year payments on a purchased lot; and

5. Should a lease-purchase agreement be signed for a lot, the lessee would be required to meet the terms of a development agreement as if the lot were purchased outright.

These recommendations are in accordance with the practice followed by many other municipalities, and with provincial legislation. They also provide equitable treatment of existing and new lot owners. Further, the lot lease-purchase plan would encourage new businesses to establish in Air Ronge, as opposed to renting space in La Ronge, while at the same time encouraging the expansion of the permanent business community in Air Ronge.

3.8 SPECIAL PROJECTS

During the course of the study, a number of specific areas, issues and projects were identified as requiring special attention over the next few years. These are discussed briefly below.

3.8.1 Village Office Site Development

At present, the Village Office is situated on a lot where no site development has occurred. The consultants were requested to examine the situation and make recommendations regarding staff and visitor parking, signage and landscaping. In response to this request, sketch designs and details, as well as a landscaping and site development strategy were prepared and submitted under separate cover.

3.8.2 Lakeshore Park

The recently developed lakeshore park area, with its boat dock, artificial beach and day use facilities has proven very popular. As noted in Section 3.2.5, expansion of these facilities is recommended. Figure 1 is a sketch design for re-development of the area.

FIGURE 1

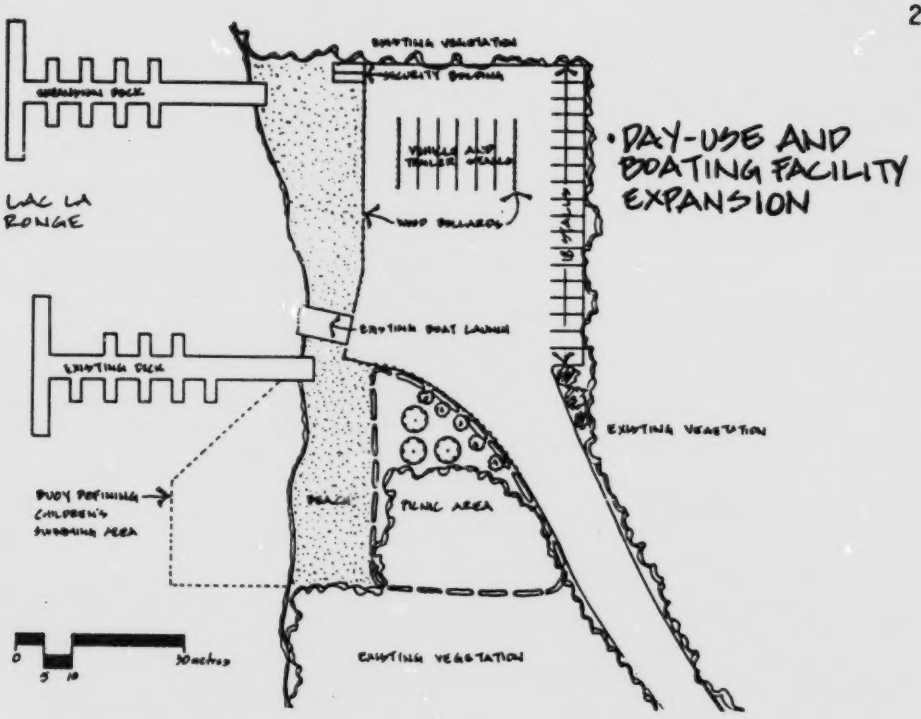
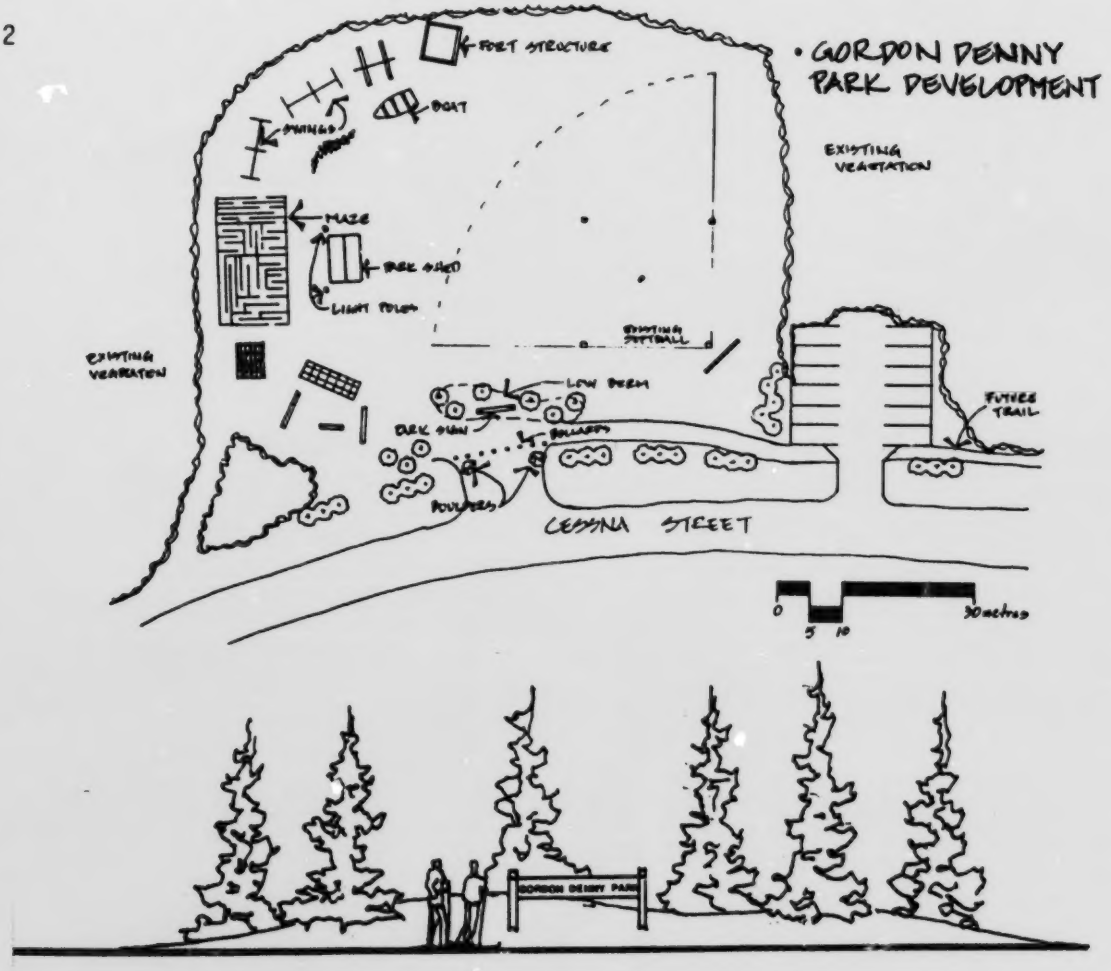


FIGURE 2



3.8.3 Gordon Denny Park

In tribute to the late Gordon Denny, a prominent Air Ronge resident and former Councillor, Village Council intends to designate the children's playground in the Sanderson Point subdivision as 'Gordon Denny Park', and requested that the consultants develop some preliminary ideas for signage and further development of the area. Figure 2 illustrates these notions.

3.8.4 Village Park

Council also requested that the consultants prepare some preliminary sketch designs for additional parks and recreation development in the large parcel of public reserve on the old airport site. Sketch plans were submitted to Council under separate cover. However, the possibility of using a portion of this parcel for possible future school or regional care facility development suggests that Council may wish to re-examine park development ideas before implementing any proposals.

3.8.5 Streetscaping Project

To up-grade the image of Air Ronge to tourists and other travellers passing through the Village and, indirectly, to increase the attractiveness of the Village for both shoppers and prospective developers, it is recommended that the Village embark on an integrated streetscaping program along Highway 2. It is intended that this program be co-operative in nature, with voluntary participation of landowners and businesses along the highway as well as involvement of the Department of Highways.

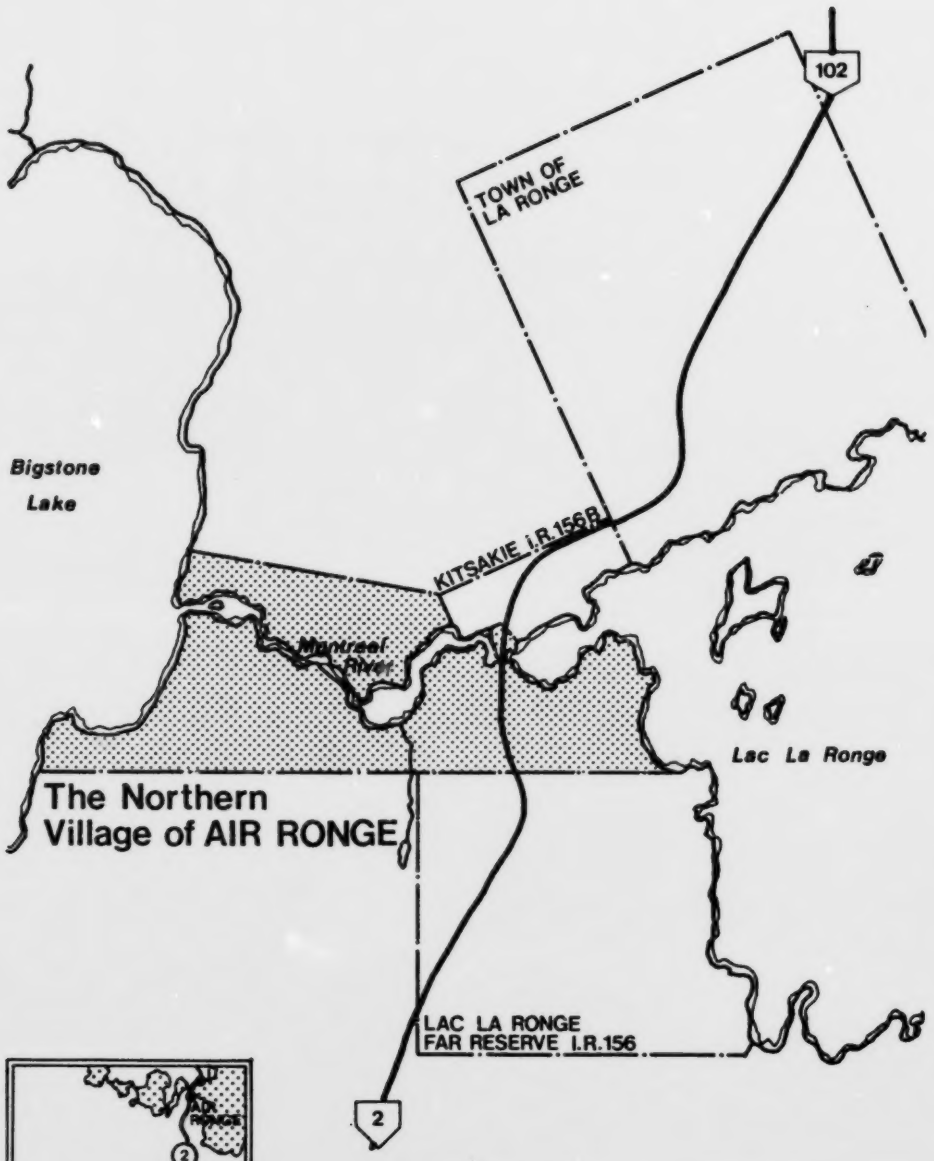
Included in the streetscaping program would be such elements as landscaping (trees, shrubs, etc.) a co-ordinated signage system, screening of unpleasant views and 'hi-liting' of attractive views, and a segregated pedestrian pathway. The program should extend from, and be integrated with, the tourist information booth near the southern Village boundary north to the parcel of public reserve on the north bank of the Montreal River. The initial step in the program would be consultation with and arranging the participation of adjacent landowners and the Department of Highways. At that time, a professional design consultant should be retained to provide assistance in formulating the integrated streetscape plan.

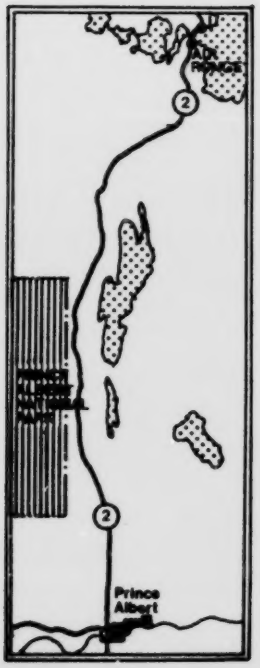
4. EXISTING SOCIO-ECONOMIC DEVELOPMENT

4.1 LOCATION AND EXTENT

The Northern Village of Air Ronge is located on the west shore of Lac la Ronge at the mouth of the Montreal River, approximately 235 km (along Highway No. 2) north of Prince Albert. Specifically, its boundaries (as described in the Minister's Order which took effect 01 January 1985) are as follows:

> Commencing at a point on the left bank of the Montreal River at its intersection with the most south-westerly boundary of Kitsakie Indian Reserve No. 156B;
>
> Thence easterly and southerly along said left bank to its intersection with the north boundary of a surveyed road as shown on Registered Plan No. AQ777, said road more particularly described as lying adjacent to the north boundary of Parcel D shown on Registered Plan No. CX2272;
>
> Thence easterly along the north and north-east boundary of said surveyed road shown on Registered Plan NO. AQ777 to its intersection with the left bank of the Montreal River;
>
> Thence south-westerly along the left bank of the Montreal River to its intersection with the easterly boundary of La Ronge Road as shown on Registered Plan No. CX2272;
>
> Thence on a straight line southerly across the Montreal River to the intersection of the right bank of said river with the easterly boundary of La Ronge Road as shown on Registered Plan No. CX2272;
>
> Thence easterly and southerly along the right bank of the Montreal River and the westerly bank of Lac La Ronge respectively to the intersection with the north boundary of Lac La Ronge Indian Reserve No. 156 as shown on Registered Plan No. 73PA06553;
>
> Thence west along said north boundary and straight production thereof of Indian Reserve No. 156 to the east bank of Bigstone Lake, said Indian Reserve as shown on Registered Plan No. CX5517;
>
> Thence northerly along the east bank of said Bigstone Lake to its intersection with a line on a true bearing of 280° through the north-west corner of Kitsakie Indian Reserve No. 156B;
>
> Thence south-easterly along said line to the north-west corner of said Kitsakie Indian Reserve No. 156B;





REGIONAL CONTEXT

prepared for:

THE NORTHERN VILLAGE
OF AIR RONGE

Hilderman
Witty
Crosby
Hanna &
Associates
Landscape Architects
& Planners
504 Queen Street, Saskatoon, Saskatchewan, S7K 0M5

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Thence southerly along the most south-westerly boundary of said Kitsakie Indian Reserve No. 156B to the point of commencement;

The Northern Village of Air Ronge thus occupies an area of approximately 644 hectares (1590 acres).

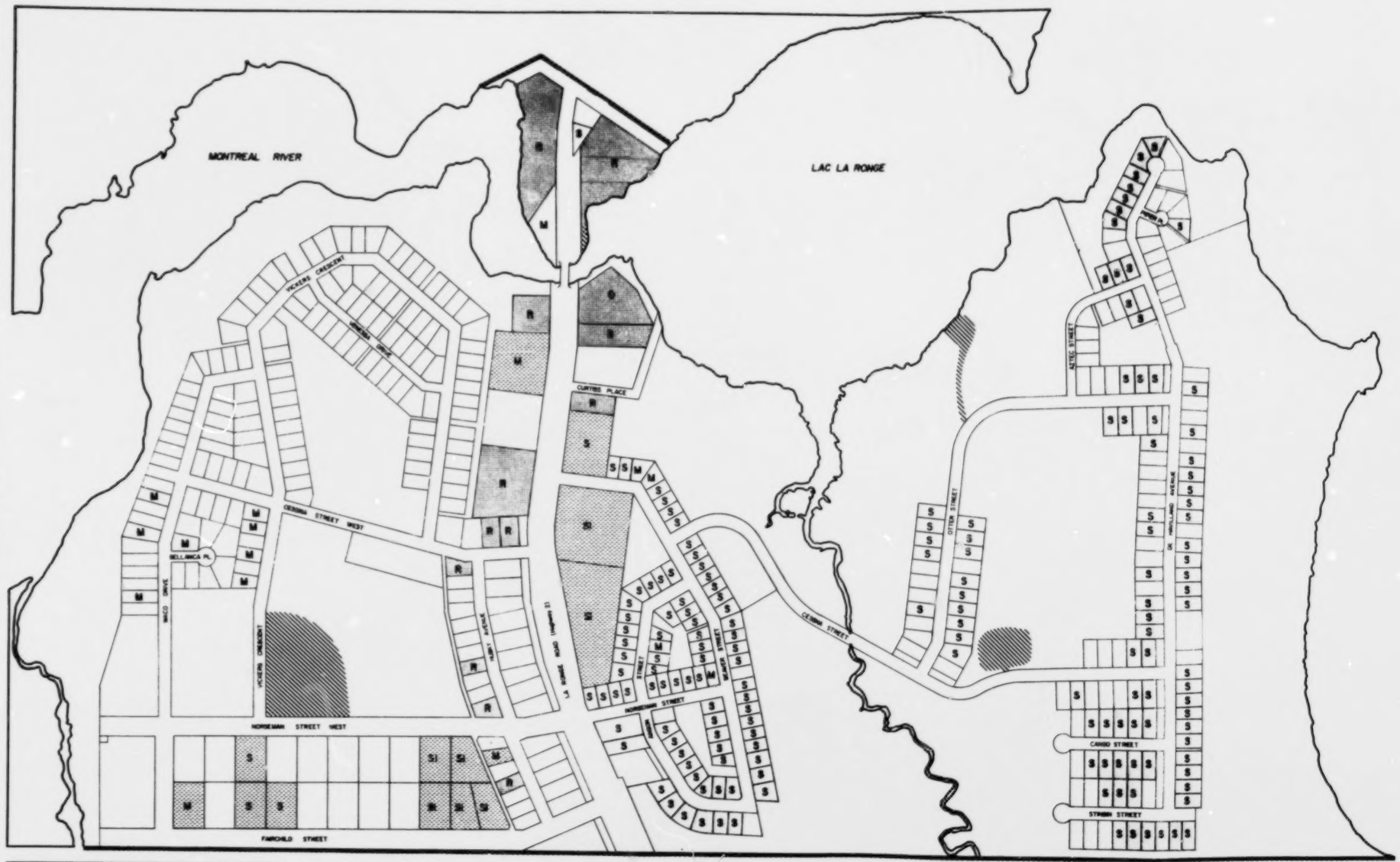
4.2 EXISTING ECONOMIC DEVELOPMENT

4.2.1 Land Use Patterns and Distribution (Maps 3 and 4)

Land use patterns have evolved considerably since the completion of the 1978 Community Planning Study, although the general types of land use encountered in the community have remained much the same.

Residential development is concentrated in two areas. The first (and older) area lies immediately east of Highway No. 2, along Beaver, Norseman and Anson Streets. This area, consisting of 82 lots, is essentially full, with only one vacant lot.

In 1979, the Sanderson point area was opened for residential development. Consisting of 148 lots, the area is approximately 58 per cent occupied, with 86 developed lots and 62 vacant lots. Minor pockets of residential use are also located on the north side of the Montreal River, where a small mobile home park operator, and in the extreme western portion of the Village, where eight lots have been developed and are occupied by mobile homes. In addition to the 62 vacant lots in the Sanderson Point area and the 21 vacant lots (and two larger vacant parcels) designated for mobile home development along the western Village boundary, 89 lots have been registered in the northern portion of the old airport development area (west of Highway No. 2). There is therefore a present total of 173 registered but undeveloped residential lots in the Village.



AIR RONGE COMMUNITY PLANNING STUDY

RESIDENTIAL
S - SINGLE-FAMILY RESIDENTIAL
M - MOBILE HOME

PARKS AND RECREATION

VACANT

INSTITUTIONAL

INDUSTRIAL
M - MANUFACTURING
S - STORAGE
SI - SERVICE INDUSTRIAL

COMMERCIAL
O - OFFICE COMMERCIAL
R - RETAIL COMMERCIAL

EXISTING LAND USE

scale in metres
0 10 50 100 200 300

prepared for:
THE NORTHERN VILLAGE OF AIR RONGE

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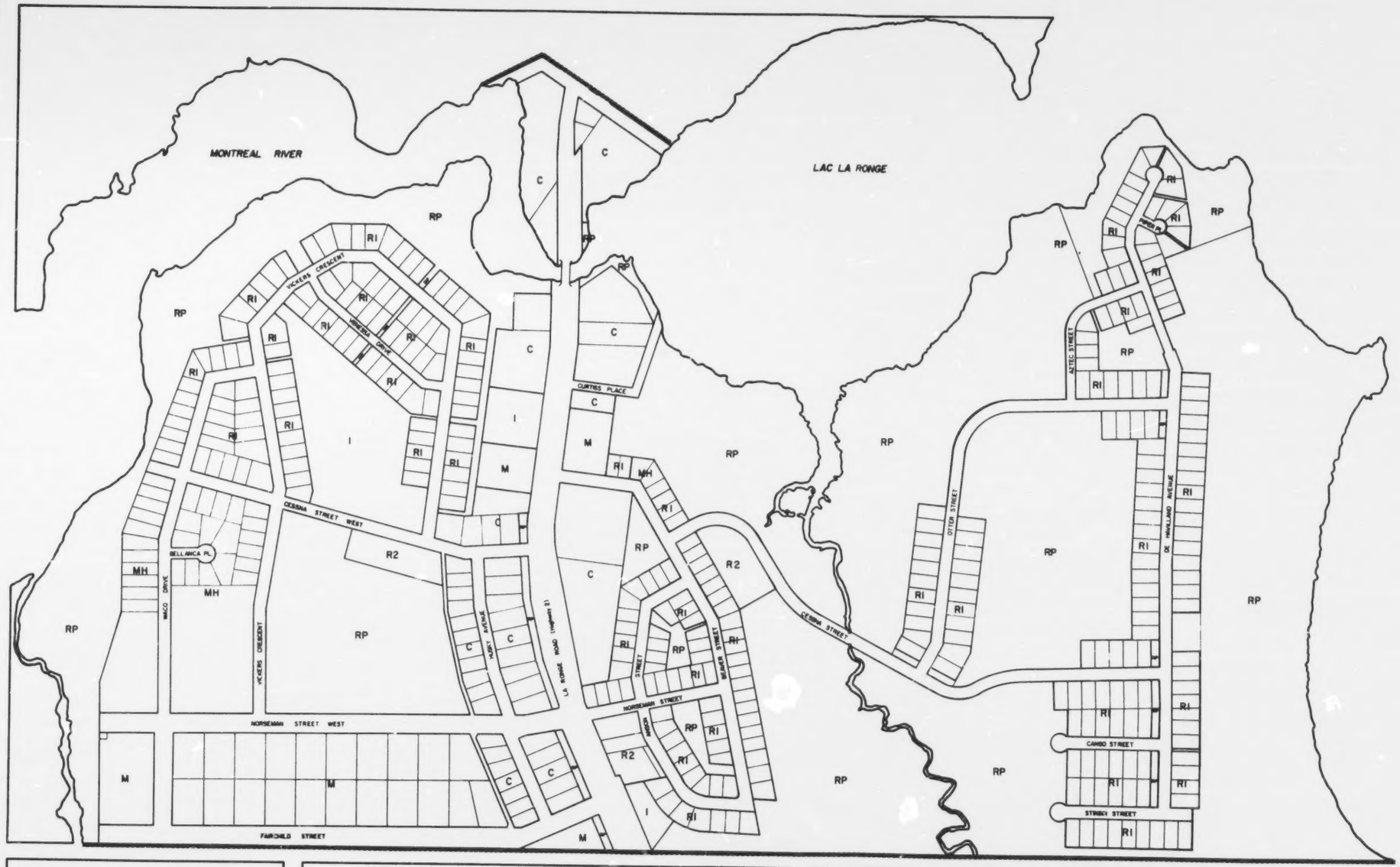

AIR RONGE COMMUNITY PLANNING STUDY

RP RECREATION AND PARK	I INSTITUTIONAL
RI RESIDENTIAL	C COMMERCIAL
R2 RESIDENTIAL	M INDUSTRIAL
MH MOBILE HOME	— INDICATES ZONING DISTRICT BOUNDARY

EXISTING ZONING

scale in metres
0 10 50 100 200 300

prepared for:
THE NORTHERN VILLAGE OF AIR RONGE

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Parks and recreation facility development is restricted to three areas in the Village. A small swimming/boat launch/dock/marina area has been developed on the shore of Lac la Ronge, with access from the northeast section of Otter Street. Complementary day use facilities (picnic tables, etc.) are presently being developed.

East of the intersection of Otter and Cessna Streets, a children's playground has been developed, and includes a ball diamond, fort, maze, swings and other equipment, and a playground unit hut. Finally, west of the highway, near the intersection of Vickers Crescent and Norseman Street West, a baseball diamond, complete with backstop and bleachers, has been developed in the designated park area.

Commercial and industrial development is concentrated along both sides of Highway No. 2, with some development extending west of the highway, especially along Fairchild Street, Norseman Street West and Husky Avenue. Commercial land use types include both office commercial (e.g. S.M.D.C.) and retail commercial (e.g. Mohawk, Riverside Motel, Lakeshore Esso and Grocery, etc.). Industrial uses range from manufacturing (e.g. Noonan Engineering, La Ronge Industries), to storage (e.g. Air Ronge Bulk Sales) and service industrial (e.g. M.O.T., Department of Highways Yard, Gabrush Transport).

Institutional land uses are scattered along the Highway No. 2 'strip', and include the Village Office, community college and tourist information booth. The Pentecostal Church is the only institution situated within residential areas.

a. Housing

In July 1984, Air Ronge property tax assessment field sheets were reviewed for all residential properties in the Village. Information pertaining to house size, age, type, attributes and services, and to assessments was compiled. Detailed tabulation of this information may be found in Appendix 3 of this report.

In general, the collected information may be summarized as follows (refer to Tables 1 through 4):

1. Of the 168 residences for which assessment records were available, 156 (92.9%) are permanent structures and 12 (7.1%) are mobile homes.

2. Most of the permanent homes (65.4%) were built between 1975 and 1981, and another large group (24.4%) were built between 1964 and 1969 (Table 1).

3. Most of the mobile homes (66.7%) are between six and fourteen years of age (Table 1).

4. The majority of permanent homes (73.7%) are bungalows (Table 2).

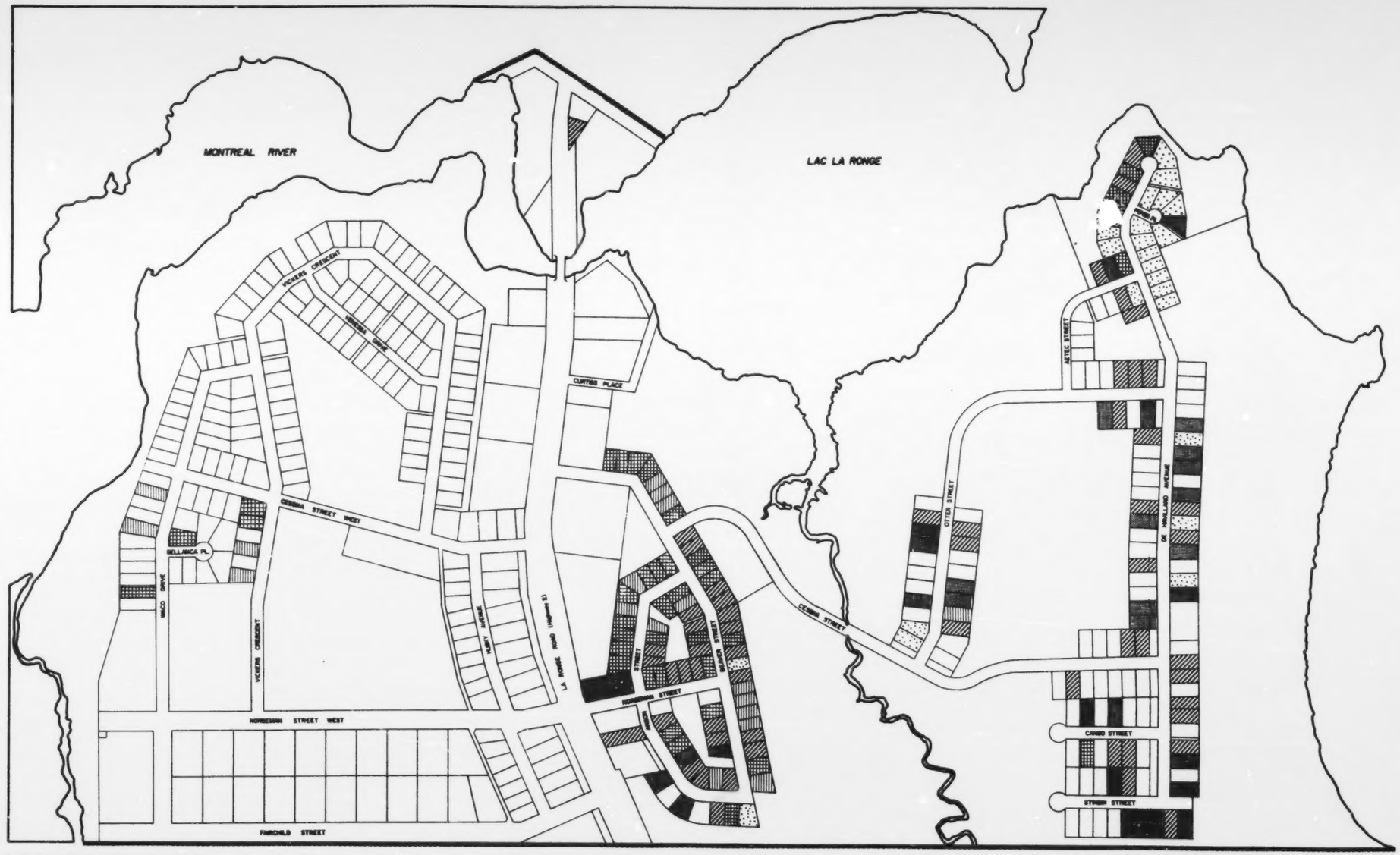
5. Fully 64.1% of permanent homes have full basements, and only 32.7% have no basement at all. No mobile homes have any basement (Table 3).

6. The vast majority of both permanent homes (84.0%) and mobile homes (91.7%) have sewer and water services (either connected to the Village system or with water delivery and sewage pump-out) (Table 3).

7. Oil heat is the most common type of home heating for both permanent homes (63.5%) and mobile homes (83.3%). Electric heat is also reasonably popular in permanent homes (20.5%) (Table 3).

In the Air Ronge residents' questionnaire survey, it was determined that approximately 81% of all homes accommodate fewer than four people each, and that only about 5% are occupied by more than eight people per household. Approximately 85% of the householders own their residence and lot, with the remainder either renting their lot or home privately or living in rental accommodations provided by their employer.

Map 5 illustrates the distribution of total residential assessments in Air Ronge. As indicated on Table 4, all mobile homes total assessments range between $2,000.00 and 6,000.00, whereas the majority of permanent homes have a total assessment of $6,000.00 or more, with a substantial portion in excess of $8000,00. In terms of distribution of total residential assessments, the Sanderson Point area clearly exhibits the highest average total assessments, with the original Air Ronge subdivision assessments markedly lower (on average) and the mobile home area on the west side characterized by the lowest average total assessments.



AIR RONGE COMMUNITY PLANNING STUDY

- Less than $2,000.00
- $2,000.00 - $3,999.99
- $4,000.00 - $5,999.99
- $6,000.00 - $7,999.99
- $8,000.00 - $9,999.99
- $10,000.00 and over

SOURCE: JOYCE FOREST, VILLAGE ADMINISTRATOR

TOTAL RESIDENTIAL ASSESSMENT

scale in metres

10 50 100 200 300

prepared for:

THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby Hanna & Associates | Landscape Architects & Planners
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AIR RONGE

ASSESSMENT TABULATION & SUMMARY

TABLE 1

Age	Houses	Trailers	Total
1982 - 1984	6	-	6
1979 - 1981	77	-	77
1975 - 1978	25	5	30
1970 - 1974	2	3	5
1964 - 1969	38	3	41
pre - 1964	4	-	4
unknown	4	1	5
total	156	12	168

TABLE 2

Total No. of Residences: 168

No. of houses: 156 (% of all residences: 92.9%)
No. of trailers: 12 (% of all residences: 7.1%)

Total Homes: 156

No. of bungalows: 115 (% of total houses: 73.7%)
No. of bi-levels: 16 (% of total houses: 10.3%)
No. of tri-levels: 7 (% of total houses: 4.5%)
No. of 2-storey: 13 (% of total houses: 9%)
No. of others: 5 (% of total houses: 3.5%)

TABLE 3

	No. of Houses	% of Houses	No. of Trailers	% of Trailers	Total	%
Basements:						
-full basement	100	64.1	-	-	100	64.1
-partial basement	5	3.2	-	-	5	3.0
-no basement	51	32.7	12	100	63	37.5
Heating:						
-oil	99	63.5	10	83.3	109	64.9
-oil/wood	13	8.3	-	-	13	7.7
-wood	4	2.6	-	-	4	2.4
-electric	32	20.5	1	8.3	33	19.6
-propane	2	1.3	1	8.3	3	1.8
-unknown	6	3.8	-	-	6	3.6
Services:						
-with sewer & water	131	84.0	11	91.7	142	84.5
-no sewer & water	25	16.0	1	8.3	26	15.5

TABLE 4

a)

Land Assessment	Houses	Trailers	Total
less than $200.00	1	8	9
$200 - $299	39	2	41
$300 - $399	111	2	113
$400 - $499	4	-	4
$500 and over	8	-	8

b) Building Assessment

Assessment	Houses	Trailers	Total
less than $2000.00	2	-	2
$2000 - $3999.99	15	7	22
$4000 - $5999.99	35	5	40
$6000 - $7999.99	53	-	53
$8000 - $9999.99	30	-	30
$10,000 and over	21	-	21

c) Total Assessment

Assessment	Houses	Trailers	Total
less than $2000.00	1	-	1
$2000 - $3999.99	14	4	18
$4000 - $5999.99	29	8	37
$6000 - $7999.99	55	-	55
$8000 - $9999.99	33	-	33
$10,000 and over	24	-	24

Since the completion of the 1978 Community Planning Study, one residential area existing in Air Ronge at that time has ceased to be an element in the Village housing picture. 'Sanderson Village', a small cluster of shanties on the south side of the Montreal River west of the highway is no longer.

b. Non-Residential Uses

In July 1984, a survey and subjective evaluation was undertaken of non-residential development in Air Ronge. The purpose of this survey and evaluation was to up-date the results of a similar exercise undertaken as part of the 1978 community planning study. Results of the up-dated evaluation are presented in Table 5, and may be compared with those of the 1978 survey (page 19 of the 1978 Air Ronge Community Planning Study.

Although there have been minor changes (both positive and negative) for buildings existing in 1978, the general problem discussed in 1978 remains to this day; there is a predominance of parcels along and/or visible from Highway No. 2 with visual quality ratings of 'poor' or 'fair'. Given that Air Ronge is the 'gateway' to the La Ronge area and that a major key to successful commercial and economic development in Air Ronge is the ability to attract travellers (both tourists and working travellers) to stop in Air Ronge, this predominance of unattractive development along the highway is a growing problem.

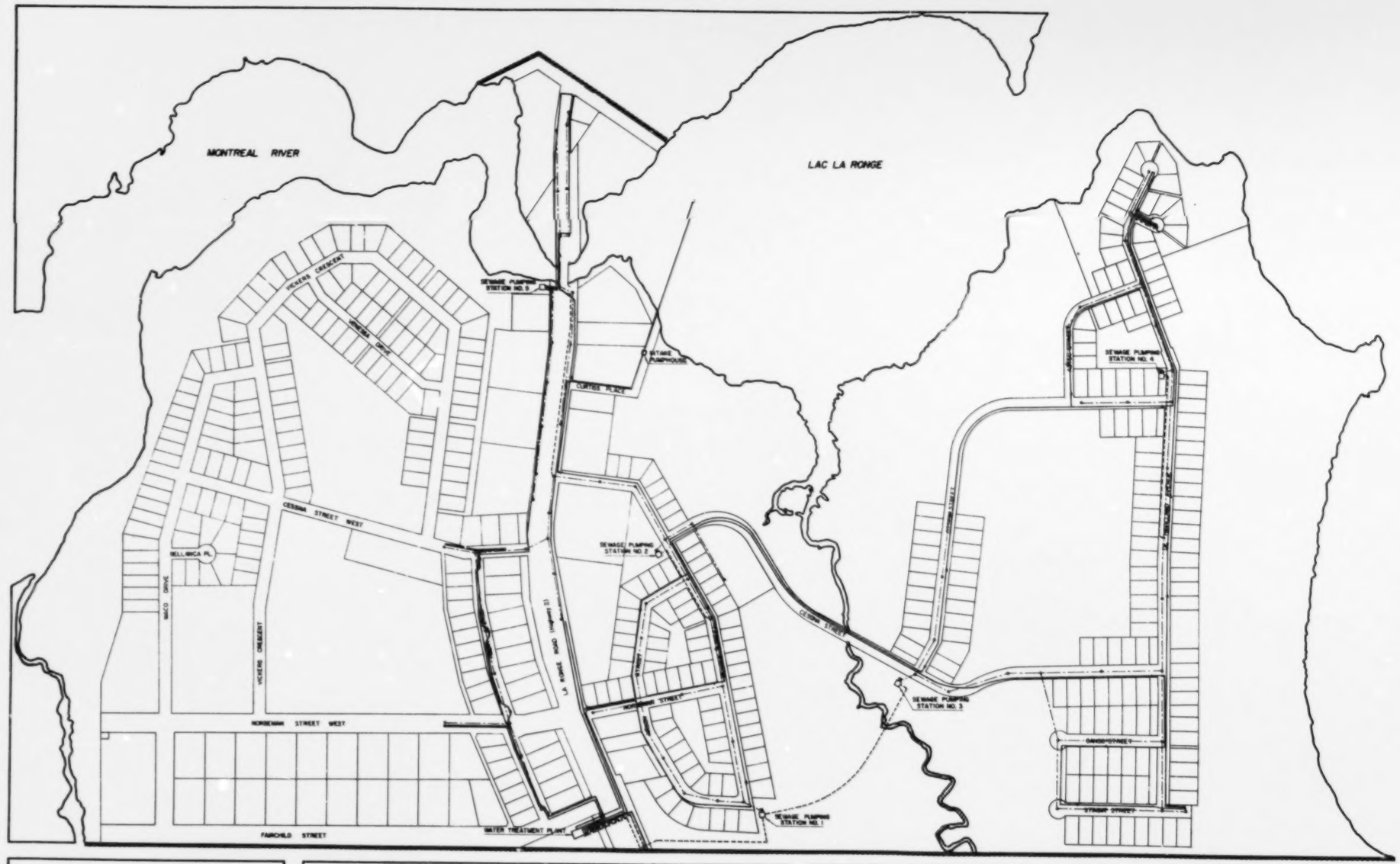
c. Servicing

Many of the community services in Air Ronge are still provided from the Town of La Ronge, although some major changes have occurred since the 1978 community planning study. Principal among these changes was the design and development of central sewer and water services to all lots from Highway No. 2 east, and to all lots on Cessna Street West between the highway and the east approach of Vickers Crescent and to all lots on Husky Avenue (see Map 6). The water intake is located at the end of Curtis Place, and water is pumped to the treatment plant on Fairchild Street and throughout the system in the Village and on I.R. 156. Sewage collection is provided by a combination of gravity sewer lines, pumping stations and force mains to a sewage treatment plant on I.R. 156.

TABLE 5: SUBJECTIVE EVALUATION OF NON-RESIDENTIAL DEVELOPMENT

	VISUAL QUALITY	STRUCTURAL QUALITY	APPROXIMATE LEVEL OF INVESTMENT	QUALITY OF SITE	SUITABILITY OF LOCATION
RIVERSIDE MOTEL	G	H	M	G	E
LAKESHORE GROCERY	G	H	M	G	E
LAKESHORE ESSO	G	H	H	G	E
CAMBRIAN GLASS LTD.	P	L	L	P	E
LA RONGE INDUSTRIES	F	H	M	F	E
ICG LIQUID GAS	F-G	H	M	F-G	E
AIR RONGE MOHAWK	F-G	H	M	F-G	E
AIR RONGE VILLAGE OFFICE	G	H	M	*	G
ELKS LODGE	*	*	*	*	E
LEO'S TOOL RENTAL	P-F	M	M	P	G
DURAMA	F	H	M	G	G
WADI LAKE RESOURCES	G	H	L	F	P
LITTLE RICHARDS	F	H	M	F	G
SUMLIC & SON MECHANICAL	F	H	M	P	G
TAXIDERMIST	P	M	L	P	F
GABRUSH TRANSPORT	G	H	M	G	G
VILLAGE SHOP & YARD	F	H	M	F	G
NOONAN ENGINEERING LTD.	*G	H	H	F-G	G
TOURIST INFORMATION BOOTH	G	H	H	E	E
KNUDSEN NORTHLAND CONSTRUCTION	P	M	L	P	F
SASKATCHEWAN D.O.H. YARD	P	M	L	F	G
SASKATCHEWAN M.O.T. YARD	P	M	L	F	G
AIR RONGE BULK SALES	F	M	L-M	F	F
ANDERSON'S TIRE & MUFFLER LTD.	G	H	M	G	E
QUANDT ENTERPRISES	G	H	M	G	E
LA RONGE COMMUNITY COLLEGE	G	H	M	G	E
CHEMISTRY LAB	G	H	M	G	F
HAMBURGER HUT	G	H	M	F-G	E
S.M.D.C. - SASKATCHEWAN MINING & DEVELOPMENT CORP.	E	H	H	G-E	E

LEGEND:
P - Poor
F - Fair
G - Good
E - Excellent
L - Low
M - Moderate
H - High
* - Under Construction



AIR RONGE COMMUNITY PLANNING STUDY

- WATER MAIN
- SANITARY SEWER
- SEWAGE FORCE MAIN
- HYDRANT
- MANHOLE
- SEWAGE PUMPING STATION & WET WELL

EXISTING SEWER & WATER SERVICES

scale in metres
0 10 50 100 200 300

prepared for:
THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby Hanna & Associates | Landscape Architects & Planners
304 Queen Street, Saskatoon, Saskatchewan, S7K 0M5

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Fire-fighting services are still provided by the volunteer fire department in La Ronge, where the Village fire truck is housed. In addition to providing the truck, Air Ronge pays an annual fee to the Town for fire-fighting services. In the residents' questionnaire survey, nearly one-third of the respondents felt that a Village fire department was very important, and only 20 per cent felt such a service in the Village was not important.

Police services are also provided out of La Ronge, from the R.C.M.P. detachment at the east end of Town. No specific complaints arose in the residents' questionnaire regarding policing services, although regular break-ins and vandalism were mentioned as problems by a number of respondents.

Garbage collection service is provided to all residences twice weekly. Service is provided by a private operator under contract to the Village.

4.2.2 Profile of the Air Ronge Business Community

Twenty-one businesses have been identified as being located in Air Ronge; they offer a wide variety of goods and services to the residents and other businesses of the community, the area and northern Saskatchewan:

- full service gas station;
- confectionery/grocery store;
- motel;
- seasonal car rental;
- seasonal canoe rental;
- seasonal car wash;
- bulk and bottled propane sales;
- propane appliance sales;
- propane installation & service;
- general glass repairs;
- mineral exploration;
- sales & services: outboard motors;
- sales & services: chainsaws;
- sales & services: snowmobiles;

- motor vehicle parts sales & service;
- wholesale bulk fuel & oil;
- consulting engineering;
- machine shop;
- Redimix concrete sales;
- heavy equipment - trucking service;
- motor vehicle service & repair;
- restaurant;
- lounge;
- gasoline sales;
- laundromat;
- tool rentals;
- fire extinguisher sales;
- courier service;
- coffee vendor;
- TV, stereo & appliance repair;
- wild rice growing & processing;
- core boxes & frames; and
- electrical contractor.

Of the 18 businesses interviewed in the business community questionnaire survey, most have been established in Air Ronge for 5 years or fewer:

less than 1 year:	1
1 - 2 years:	4
3 - 5 years:	5
6 - 8 years:	4
9 years or more:	4

Nearly all the businesses are in the small-business category, based upon number of employees and annual sales, as shown in Table 6. It shows that 14 of the 18 businesses surveyed have 3 or fewer full-time employees, and only 2 businesses, more than 10 employees.

TABLE 6:

Air Ronge Businesses: Employment & Sales Information

1. Number of businesses with:

	Full-Time	Part-Time	Seasonal
1 employee:	3	1	1
2 - 3:	11	1	1
4 - 6:	2	1	2
7 - 10:	0	1	0
more than 10:	2	0	1

2. Total employment:

full-time: 75
part-time: 15
seasonal: 97 (90 in late summer - fall, 7 in summer)

3. Number of businesses with annual sales of:

less than $100,000: 4
$100,000 - $500,000: 5
more than $500,000: 5
declined to answer: 4

Note: Information shown for 18 Air Ronge businesses surveyed.

Information obtained on trends in sales levels between 1980 and 1984 indicates that with the exception of businesses which have experienced normal expansion during that period, many Air Ronge businesses have experienced a drop in sales in the range of 33% to 100% during these four years. Despite the impact of the economic recession in general and of specific, recent events in northern Saskatchewan (particularly the cutbacks affecting the Department of Northern Saskatchewan, the slowdown in mineral exploration activity, and the cancellation or postponement of further uranium mine projects), Air Ronge businesses generally express cautious optimism about the future, and appear to be weathering less favourable economic conditions fairly well.

4.2.3 Transportation

The La Ronge area (including Air Ronge) is serviced by multiple daily scheduled commercial flights (except weekends). Flights are handled out of a modern air strip and associated facilities north of La Ronge. In addition, La Ronge is a major 'jumping off' point for charter air services in the north.

Highway No. 2, the major provincial highway north of Prince Albert and a high-quality, paved, two-lane all-weather highway, runs through Air Ronge. Average daily traffic volumes of approximately 500 vehicles (1982), illustrates the importance of this route. Saskatchewan Transportation Company, which operates all within-province commerical bus service, offers daily service (except Sundays) to La Ronge. There is no bus depot in Air Ronge, however.

With present traffic levels, Highway No. 2 does not appear to be creating major problems in physically or functionally dividing the community. However, as traffic levels grow and as commercial and residential development continues on the west side, east-west vehicle and pedestrian movement in the Village will become more difficult and hazardous. Further, the nature of some of the highway traffic is already causing concern among Village residents. Some of the industrial truck traffic using the highway is carrying hazardous and/or toxic materials to and from northern mining operations.

Resident concerns include potential spill hazards in the Village in the event of an accident and the possibility of contamination of the Village water supply under similar circumstances (the Village water intake is immediately downstream of the Highway No. 2 crossing of the Montreal River.

Village road conditions appear to have improved considerably over the past six years. Although all roadways are still gravel-surfaced, drainage and grading measures (associated with sewer and water installation) have, with some exceptions, improved overall road conditions considerably. In addition, an annual dust control program (using road salt) has improved the dust situation considerably, over conditions in 1978. In support of the above observations, concerns about road conditions, as expressed by residents in the questionnaire survey, is well down from responses to a similar survey carried out in 1978, when road conditions were considered to be, by far, the most important issue in Air Ronge.

4.2.4 Communication

Newspapers available in Air Ronge include two dailies (The Saskatoon Star Phoenix and the Prince Albert Daily Herald) and a local weekly based in La Ronge (The Northerner). Electronic communication services have evolved considerably since 1978. In addition to television service provided by C.B.C. (the Saskatoon signal is relayed to a low power transmitter at La Ronge), a licensed community television service also provides (to paying customers) television signals from the CanCom satellite (CHCH-TV from Hamilton, Ontario, ITV from Edmonton and BCTV from Vancouver). Costs for the service are approximately $200.00 annually, and customers must use a special antenna and descrambler to receive the signals. It has also been indicated that Cable T.V. service will be available in Air Ronge in the near future. Such service will include the provision of American signals.

Radio services include C.B.C. A.M. (transmitted on the F.M. Band from a low power transmitter in La Ronge) and CIRK 97.3 F.M. from Edmonton (K 97), which is available (in monophonic signal) through local retransmission from a satellite network.

4.2.5 Administration

The Northern Village of Air Ronge municipal government consists of a Mayor and 4 Councillors. The Village office is located on the southeast corner of Husky Avenue and Cessna Street West, and the permanent municipal staff consists of the Administrator, a secretary and two maintenance employees. From time to time, the Village may also employ up to eight or ten 'special project' workers, with the highest numbers generally during the summer.

a. Municipal Boundary[1]

The municipal government is charged with a wide variety of responsibilities, including administration of the Village's development plan and zoning controls. In discharging this responsibility, and to provide for the orderly future growth and development of Air Ronge, the Village administration has voiced a strong concern about the lack of opportunity for community expansion. This concern relates directly to the restrictive community boundary. Future expansion cannot occur to the east (because of Lac la Ronge), to the north (because of Indian Reserve lands) or to the south (also because of Indian Reserve). Presently, there is no 'urban reserve' within existing community boundaries to allow for properly planned responses to future development pressure, as existing development and recently registered plans of subdivision have already reached the municipal limits.

Because the only apparent direction for future expansion is to the west, the Village should ensure that the opportunity for future development is not cut off. The greatest degree of such an assurance would be afforded by extending the municipal boundary to the west.

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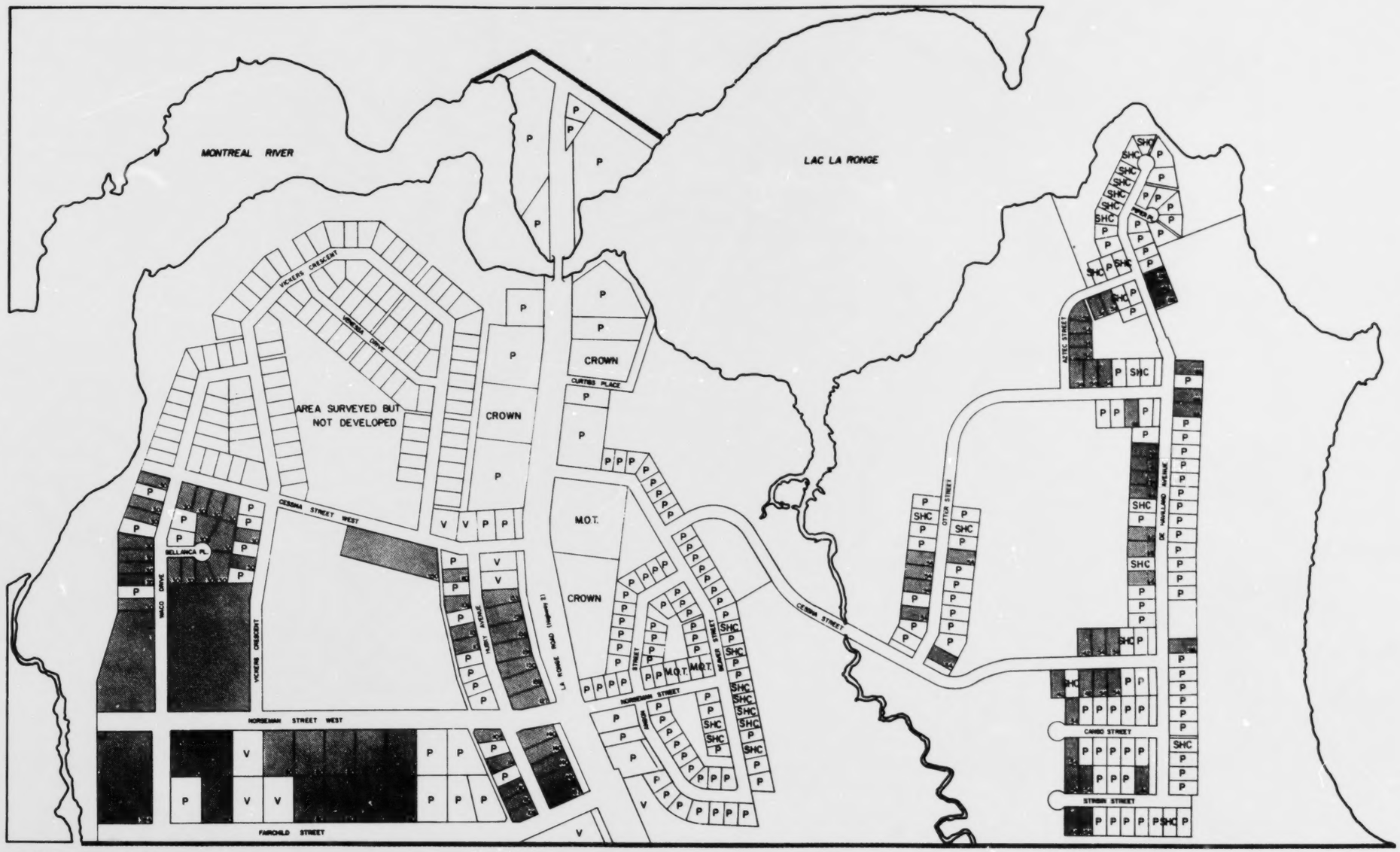
[1] The Municipal boundary issue, as described in this section, was subsequently resolved during the course of the study, when the Village's application for boundary extension received Ministerial approval.



AIR RONGE COMMUNITY PLANNING STUDY

- V — VILLAGE OWNED
- ■ — VILLAGE PROPERTY FOR SALE (number x $100.00 = current selling price)
- P — PRIVATE
- M.O.T. — MINISTRY OF TRANSPORT
- SHC — SASKATCHEWAN HOUSING CORPORATION
- ▭ — CROWN LAND

SOURCE: JOYCE FOREST, VILLAGE ADMINISTRATOR

PROPERTY OWNERSHIP

scale in metres

0 50 100 200 300

prepared for:

THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby Hanna & Associates
Landscape Architects & Planners
304 Queen Street, Saskatoon, Saskatchewan, S7K 0M3

7

Another factor has also led to the Village administration's concern about the present community boundary; this is the 'rural residential' area on the north shore of the Montreal River between I.R. 156B and Bigstone Lake. Residents of this area continue to receive many of the benefits associated with living in an urban community (employment opportunities, access to some community services and facilities, convenient shopping, etc.) but they do not assume any of the responsibility for maintaining these benefits because they live outside the municipality. Further, the Village presently has no control over disposal of wastes (or other potentially hazardous land use or development activities) in this area, which is immediately upstream of the Village water intake. Inclusion of this area within the corporate limits of the Village would ensure that the municipality could more effectively manage and guide land use and development for the health, safety and general welfare of all community residents.

b. Disposition of Commercial and Industrial Lots

A second concern of the Village administration relates to the disposition of serviced commercial and industrial lots. Presently, such lots are being sold with an additional charge of approximately $283.00 per front metre, which may be paid over ten years from the date of purchase of each lot, plus accrued interest (calculated at prime plus two percent). Unsold lots, however, are also accruing interest (on the same basis) and this accrued interest is presently added to the overall frontage charge for servicing at the time of purchase. This practice of adding interest accrued to the frontage charge prior to the date of purchase could, over time, result in significantly decreased marketability of unsold serviced commercial and industrial lots. Indeed, future purchases of such lots would effectively be 'penalized' by this practice, as they would be required to pay charges levied against these lots for the period prior to their purchase.

Generally speaking, it would be desirable for the Village to encourage the sale (or other form of transfer) of unsold commercial and industrial lots while, at the same time, ensuring fair treatment of previous lot purchases who are presently paying the lot servicing charges, plus accrued interest,

over a ten-year period. It would also be in the Village's best interests, to maintain a competitive advantage over the Town of la Ronge, in terms of the total costs associated with the sale of serviced commercial and industrial lots. Such advantage could, however, be reduced or lost if the practice of adding interest accrued to servicing charges prior to the date of lot purchase is not changed.

c. Shared Community Services

The Village of Air Ronge currently participates, on a joint basis with the Town of La Ronge, in the provision of fire protection services and in the operation of the Uniplex (community recreation centre) in la Ronge.

i. Fire Protection

Concern has been expressed, by community residents and the Village administration regarding the quality of fire protection services in Air Ronge, given that the Village purchased a fire truck and transferred it to the La Ronge volunteer fire department for use in the Air Ronge/la Ronge area, and given the Village's annual expenditure of approximately $8,500.00 as its contribution to the fire department's budget. The major concerns relate to the department's response time to some past fires in Air Ronge, and the lack of adequate input by Village officials into the operation of the department.

After an examination and assessment of the present situation and possible alternative approaches to fire protection in Air Ronge, the consulting team has concluded that the costs to the Village of housing, equipping and operating its own volunteer fire department would greatly exceed $8,500.00 per year. Further, other small communities (a significant proportion of whose volunteer fire fighters work outside the community) have experienced difficulties in effectively marshalling a fire-fighting force during the day. Many Air Ronge residents work in la Ronge.

ii. Uniplex

In 1982, the Village of Air Ronge received a Provincial recreational facilities capital grant of $29,000.00, of which $18,000.00 was based solely on village population and $11,000.00 was granted on the basis of the Village's intention to use its grant for a facility and programs to be jointly used with the Town of la Ronge and the Lac la Ronge Indian Band. The total grant was contributed by the Village to the Town as the Village share of the operating costs of the Uniplex from 1982 to 1987. Previously, the Village had agreed to pay one-quarter of the annual operating deficit of the Uniplex.

Village residents have the same access to the Uniplex, and pay the same user fees (such as ice rental charges) as other area residents. However, concern has been expressed that the Village does not have satisfactory input to the operations and management of this major facility. There is a perception that the Village is paying its share of the operating deficit without having a say in how the Uniplex is run.

4.3 EXISTING SOCIAL DEVELOPMENT

4.3.1 Health

During interviews with Village officials, government and business people and Air Ronge residents, no major concerns were expressed with respect to public health, in terms of conditions, facilities and services in the area. The desire on the part of Air Ronge and La Ronge residents for a new hospital remains strong. Information received from Government of Saskatchewan officials indicates that while the Air Ronge/La Ronge area has been identified as a fairly high-priority area for new hospital construction, no plans have yet been finalized, nor funding set aside, in order for the project to proceed. Based upon the expressed wishes of the local Hospital Board, and preliminary investigations by provincial officials, a future La Ronge hospital complex will probably be located on the northern boundary of La Ronge, north of Highway #102.

The conversion of the present hospital to a special-care facility offering Level II, III and IV care to senior citizens and other persons requiring constant care has also been discussed. The Department of Health has started a study of the need for such a facility (or such facilities) in northern Saskatchewan. We note that the Department could determine, should it conclude that a facility in the Air Ronge/La Ronge area is required, that the present La Ronge Hospital is less than ideal for alternate use because of its location on the busiest street in La Ronge, the potential commercial value of the property on which it is located, or the unsuitability of the building itself. The Village may therefore wish to consider designating land for a future special-care facility and emphasizing its attributes as a prime location to the Department. The direct employment generated, and economic spinoffs for business supplying goods and services to the facility and to visitors to the facility, could be significant.

4.3.2 Education

Air Ronge children attend school in La Ronge, and are driven or bussed to and from school. While the number of children 14 years and under living in Air Ronge has increased from approximately 130 in 1978 to 192 in 1984

(Source: Saskatchewan Hospital Services Plan), the decrease in the population of La Ronge since 1982 has reduced pressure on classroom and other educational facilities in La Ronge.

The La Ronge Region Community College indicated that approximately 25% of the people who take courses at the College are Air Ronge residents. The College plans to expand its curriculum in the areas of natural resources management and resource industry technologies. The demand for academic and vocational education facilities and services in the Air Ronge/La Ronge area will continue to be strong, if only because the area has a "young" population distribution compared to the rest of the province. In 1983, for example, the proportion of the population 19 years and younger was as follows:

Air Ronge:	44%
La Ronge:	41
Saskatchewan:	33

4.3.3 Recreation

Recreation facilities at Air Ronge include three small outdoor areas with varying levels of development (refer to Section 3.2.1) and a new Elks Lodge (currently under development) which could provide a meeting and social hall role after completion. The vast majority of Village parks and recreation funding is directed (through agreement with the Town of La Ronge) toward operational costs of the La Ronge civic recreation complex (the Uniplex).

In the questionnaire survey, recreation and park development and facilities were considered by residents to be a very important issue in general. More specifically, increased children's playground facilities appeared to be first priority, followed by lakeshore park development and riverbank park development. A few residents also mentioned that a swimming pool (as a joint Air Ronge - La Ronge project) is needed. Other suggestions included a motocross or B.M.X. track, bicycle paths and trails in the community, soccer field, tennis court, baseball league organization, beach and dock expansion, and day use and park facilities near the dock.

4.4 REGIONAL ECONOMIC DEVELOPMENT

4.4.1 Tourism

Tourism continues to be an important segment of the economic base of the Air Ronge/La Ronge area. Its economic impact on the area is derived from:

1. Direct full-time and part-time job creation in hotels/motels, restaurants, outfitting/guiding and transportation (especially aviation);
2. Spinoff activity generated for local commercial/service enterprises, especially during summer months; and
3. Revenue generated by local governments through expanded tax base and increased property values.

The impact of tourism on the area is both visible (the existence and operations of tourism-oriented businesses) and invisible (the spinoffs and indirect curculation of money in the area through the business community in general).

Tourism is an "export" industry for the area in the same way that a factory manufacturing a product for national and international markets increases the economic wealth and welfare for the community in which it is located. The economic impact of the major types of tourism enjoyed by visitors to the Air Ronge/La Ronge area varies:

1. Campers tend to stay in an area for short periods, are fairly resistant to high campsite and service fees, and generally do not spend as much as other tourists for restaurant meals, groceries (which they often bring with them), and recreation (boat and canoe rentals, etc.);
2. Cottagers, especially those located close to a community like Air Ronge, tend to make regular purchases for food, fuel and other supplies during their vacation/visitation period each year;
3. Tourist parties visiting an area for sport fishing and hunting, especially those originating from the United States and outside Saskatchewan, are the most likely to seek fixed-roof accommodations (as opposed to inexpensive campsites), to patronize restaurants, and to use local outfitters, guides, and boat rental operations.

Two other components of the tourism market are relevant to northern Saskatchewan communities. The "wilderness" tourist, who generally travels with the equipment and supplies required, and vacations in small groups, may use the Air Ronge/La Ronge area as a base of departure or a pass-through point. Family vacation parties not seeking camping facilities generally use semi-modern cabin/motel/resort accommodations, will stay in one area for up to two weeks, and will avail themselves of recreational and sporting opportunities offered in the area (such as swimming, tennis, boating, golf and hiking). Family vacation groups also use vacation areas on weekends and for up to one-week periods during winter months.

Table 7 summarizes the inventory of fixed-roof accommodations, serviced campsites and outfitting operations in the Air Ronge/La Ronge area. It shows a high level of development of the area with respect to camping and fishing/hunting outfitters. The hotel/motel accommodations now in operation are located in settled, high-traffic areas. Only one provides direct lake access, and it fits most closely the definition of a family resort only because it also offers access to lake recreation. The facilities now available to tourists in the area are, except for one motel, either located in La Ronge, or accessible through La Ronge.

Figure 3 shows the tourist attractions identified by Saskatchewan Tourism & Small Business for the Air Ronge/La Ronge area.

A major study carried out in 1976 on tourism in northern Saskatchewan by Balmer, Crapo & Associates concluded that future tourism development in the region would involve the following key trends:

1. The continued importance of sport fishing both for Saskatchewan residents visiting the North and out-of-province visitors, especially Americans; the demand for access by road or airplane to farther northern, more isolated lakes was predicted to increase, as the available sportfishing resource in and around Lac La Ronge became relatively less attractive;

TABLE 7:

La Ronge/Air Ronge Area: Tourist Accommodation and Recreational Facilities

1. Modern Fixed-Roof Accommodations:

Number of Establishments	Number of Modern Rooms
4	137

2. Camping Facilities (including Nut Point, English Bay, Nemeiben Lake, Wadin Bay and McKay Lake):

Number of Locations	Number of Sites	
	Electrified	Non-Electrified
6	17	238

3. Outfitters (including Lac La Ronge, Hunter Bay, Grandmother's Bay, Nemeiben Lake, and Nunn Lake):

a. Hunting: number of outfitters: 5

b. Fishing: number of outfitters: 21
total capacity (base and outpost): 1,061 persons

4. Winter Rescreation:

a. cross-country ski trails (La Ronge, Nut Point and English Bay: 40 km.

Source: Saskatchewan Tourism & Small Business

Figure 3: from Regional Attractions Guide, 1984, Saskatchewan Tourism and Small Business

Beauval C7 660

Frazier's Museum, about 10 km from town on Hwy. 165.
Open May 10 - September 30, 1984.
Native and pioneer artifacts including primitive tools and articles from early Hudson's Bay, Missionaries and Metis. Collection relevant to northern technology.

Cumberland House H5 924

Cumberland House Historic Site, 566-9573 (Regina).
Open year round, free admission.
This was the first fur trade post and first permanent settlement in Saskatchewan. Remnants of the Hudson Bay steamboat the "Northcote' and the powder house are on site. Picnicking on site.

Dog Sledding Saskatchewan
An opportunity to experience a Saskatchewan winter in the wilderness. Drive a sled dog team, snowshoe, cross-country ski, check trap lines etc. Five day tour, accommodation and meals included. Available during February and March 1985. For details contact Jack Klassen, 242-7667 or 832-2126 in Saskatoon.

Denare Beach H6 649

Northern Gateway Museum, Moody Dr., 362-2020.
Open June 1 - September 5, 1984.
Features Indian crafts, artifacts, old pottery, birchbark bilings by Angelique Merasty. Numerous articles found by Henry Moody in 1953 at Fort Henry on Amisk Lake.

Beaver Lake Day
July 2, 1984.
Canoe races, nature events, king logger events, entertainment and more.

La Ronge E7 2500

The town of La Ronge is a thriving resort settlement just south of the natural recreation area of Lac la Ronge Provincial Park.

See also Lac la Ronge Provincial Park.

La Ronge Wild Rice Corporation.
425-2214. Open August 15 - October 15, 1984.
Wild rice plant enables growers in Saskatchewan to process their produce locally. Half hour tour. Please book in advance.

Mistasinihk Place Interpretive Centre, downtown, 425-4356, 425-4350. Open year round, free viewing.
Houses government offices, displays of local art, interesting architecture. Interpretive centre depicts northern lifestyle, crafts, heritage.

Norseman Water Charter Service, 1615 Studer St., 425-2282.
Open May 20 - October 20, 1984.
Water charter and cruise service. Can access any point on Lac la Ronge. Twin-jet driven boat, seating capacity of 16. Rates vary with distance travelled.

Waterfest '84
July 8, 1984.
Held in conjunction with air show. Includes air boat races, bathtub and canoe races, sailing, paddleboat races, parade.

La Ronge Legion Air Show and Fly-In
July 7 & 8, 1984.
4th annual event. Air show and waterfront displays, demonstrations. Awards.

La Ronge Winter Festival
March, 1985.
Annual outdoor winter festival with parade, king/queen trapper contests, sled dog races, skiing, ice sculptures and much more.

Lac la Ronge Provincial Park E-F7

A 381,400 acre natural environment park that takes in some 100 freshwater lakes plus massive Lac la Ronge itself. Renowned for excellent sport fishing. Open year round. Phone 425-2777. Park entry fee.

Nipawin Provincial Park F5-6

A 161,300 acre natural environment park N. of Meath Park on Hwy. 106. Open year round. Phone 426-2082. Semi-wilderness territory with camping, fishing, backpacking and boating opportunities. Park entry fee.

Nipekamew River F6

Nipekamew River Sand Pillars, 60 km S.E. of La Ronge just off Hwy. 165. 663-5620.
The scenic Nipekamew Sand Pillars rise to a height of more than 30 metres.

2. The Air Ronge/La Ronge area, because of improved road conditions in the North, especially the paving of Highway #2, would play a larger role as a point of departure for the growing "wilderness" tourism market and as a centre for family resort-type vacations; and

3. Demand for cottage lots in the area would continue to be strong.

The report recommended that government policies and programs and local initiatives, should aim at the transformation of the Air Ronge/La Ronge area to a tourist destination area which would attract family and tour group markets.

Table 8 shows the steady increase in highway traffic on Highway #2 between Prince Albert and Air Ronge; traffic tends to be 40 to 50% higher during summer months, reflective of the tourist traffic heading north. The statistics show that approximately 25% of the highway traffic volume north of Prince Albert continues on to the Air Ronge/La Ronge area.

Table 9 summarizes statistics on tourism demand and trends relevant to the Air Ronge/La Ronge area.

Opportunities for increased business/economic activity in Air Ronge and its surrounding area as a result of future tourism development should be considered in light of the following points:

1. The rate of cottage development (as a result of the demand for serviced lots or cottages in existing subdivisions) fluctuates directly with the health of the general economy; the number of serviced lots and cottages for sale, relative to present demand, has increased dramatically in central and southern Saskatchewan; however, demand and therefore prices for lakeshore lots and cottages remains fairly strong;

2. Family and tour group vacation demand is successfully met by destination areas which offer attractive, resort-type accommodations (cabins, motels or lodges), a variety of land and water-based recreation activities, and a program of complementary events and attractions of a cultural and social nature; and

TABLE 8:

Average Daily Traffic Volumes: Highway #2

	1982	1980	1978
North of Prince Albert:	2,150	2,150	1,850
North of Waskesiu:	490	550	410
South of Junction with #165:	430	470	340
South of Air Ronge/La Ronge:	500	520	400
North of Air Ronge/La Ronge:	400	370	320

Note: In 1982, summer average daily traffic was 690 vehicles per day north of Waskesiu (as opposed to 490 for the whole year); thus, summer traffic on Highway #2 was approximately 40% higher than for the entire 1982 period.

Source: Saskatchewan Highways & Transportation

TABLE 9:

Selected Statistics on Tourist Visitations and Travel Trends Relevant to the Air Ronge/La Ronge Area

1. Reasons for recreating in the North:

Activity	% of Tourists who Identified as Major Reason
Fishing	65%
Camping	12
Relaxation	11
Canoeing	4

2. Preferred Activities of Campers:

	Fishing	Driving	Picnicking	Walking	Swimming
Lac La Ronge Provincial Park:	26%	26%	22%	15%	7%
All Saskatchewan Provincial Parks:	11	21	20	18	22

3. In 1982, 2.2% of person-trips within Saskatchewan by Saskatchewan residents, and 0.9% of person-trips by non-Saskatchewan Canadians, had northern Saskatchewan as their destination.

4. In 1982, 29% of person-trips to northern Saskatchewan took place between April 1 and June 30, and 51% between July 1 and September 30.

5. In 1982, the purpose of travel to Northern Saskatchewan was broken down as follows:

pleasure/personal:	76%
visiting friends & relatives:	9
business:	15
	100%

6. In 1983, Lac La Ronge Provincial Park accommodated 22,290 camper-days (3.3% of the total for all Saskatchewan provincial parks).

Sources: 1,2: Department of Northern Saskatchewan
3,4,5: Saskatchewan Tourism & Small Business
6: Saskatchewan Parks & Renewable Resources

3. Air Ronge businesses surveyed during this study reiterated the prime role which tourism could have in the future growth of Air Ronge, and the importance of a co-operative and sustained effort at promotion of the area by Air Ronge and La Ronge.

4.4.2 Resource Extraction

In addition to its roles as a government administration centre for northern Saskatchewan and as a destination or departure piont for tourists, the Air Ronge/La Ronge area derives a significant portion of its economic base from resource extraction in the area, and from primary processing and transshipment of northern resources for "export" out of the North. Market fluctuations for products of northern mining, logging, commercial fishing, wild rice growing and trapping activities have traditionally been severe because of swings in market demand and, on the supply side, temporary or longer-term problems of supply (especially with respect to fish and fur products). In addition, costs of fuel, supplies and equipment have increased in relation to prices, resulting in production decreases and/or government subsidy programs to maintain viability of certain resource extraction activities.

a. Mining

Mining continues to be the most important economic activity in northern Saskatchewan. The reduced level of mineral exploration since the late 1970's, and the announced cancellation or postponement of major uranium mining developments, was the major factor in the severe economic slowdown in northern Saskatchewan, which particularly affected business and population growth in the Air Ronge/La Ronge area.

The Saskatchewan Mining Development Corporation (S.M.D.C.) estimates that approximately 1,000 residents of northern Saskatchewan are now directly employed in mining and related businesses. S.M.D.C. also estimates current annual levels of mineral exploration in the North as $25 million, as opposed to $100 million per year in the late 1970's. A high proportion of annual exploration budgets is spent on employees and business services based in northern Saskatchewan: expediting, air transportation, line cutting, drilling and basic supplies.

Base-metal mining developments in the immediate region around Air Ronge/La Ronge show some promise. Any of four or five gold properties north of Air Ronge/La Ronge could enter production within the next few years, assuming that total proven reserves and gold prices ensure feasibility. Ore grades are promising: Mahogany Minerals Resources Inc. (Mallard Lake) and Starrex Mining Corp. Ltd. (Star Lake) have both reported sample ore grades (in terms of gold weight per ton of ore) well above break-even grades elsewhere in Canada. The two companies have announced budgets for further pre-development work, and they and S.M.D.C. are likely to study the feasibility of sharing mill and other facilities should the developments proceed. The future involvement of S.M.D.C., and major mining companies such as Noranda and Placer, will depend on future test results. Should two or three developments proceed, Air Ronge could benefit from the developments, especially if its business community succeeded in maximizing opportunities for providing goods and services. Further, the Village could attract company offices to locate in Air Ronge, and mine employees to live in the community.

Further uranium development in the North, except for planned expansion at Key Lake, is not foreseen until world uranium markets and prices improve. S.M.D.C. now forecasts that improvement will occur in the early 1990's. The Air Ronge/La Ronge area, and its business communities, would benefit from eventual development of the Cigar Lake joint venture (S.M.D.C. and foreign investors), 110 km. northeast of Key Lake, and the Midwest Lake property, on which Union Carbide now has a development option. It is now unrealistic to expect more than one new uranium mine to open in northern Saskatchewan in the next fifteen years.

Saskatchewan Economic Development and Trade, in its recently published Major Projects Inventory, identified the following projects of relevance to Air Ronge businesses: Cluff Lake Mine: Phase 2 expansion; Collins Bay Mine: mill modification; Waterbury Lake: uranium exploration program; McLean Lake: uranium predevelopment testing program; and Dawn Lake: uranium exploration program.

b. Forestry/Logging

Current renegotiations of forest licenses between Saskatchewan Parks & Renewable Resources and the present license holders (mainly major forestry companies) could lead to opening up good timber areas in areas accessible to Air Ronge to small forestry operators. The Department foresees increased development interest in the Air Ronge/La Ronge area in the next five to eight years, especially for basic logging operations, despite continued strong markets. Shingle and dimension-lumber production could be feasible in the future, based upon the quality of the wood resource in the area, and forecast markets for these products.

c. Commercial Fishing

Saskatchewan Parks & Renewable Resources estimates that approximately twenty residents of the Air Ronge/La Ronge area are regularly involved in commercial fishing. Depletion of the fishery resource, and historic competition for the available resource between commercial and sport fishermen in Lac La Ronge, has led to a continued move of area-based commercial fishing to lakes farther north. Commercial production on Lac La Ronge is now one-third of its level in the early 1970's. At the same time, cost increases, especially for air and road transportation of fish to Buffalo Narrows or La Ronge for processing, and of cut product to Winnipeg or directly to markets, have reduced operating margins for fishermen. Recent prices have been fairly strong, and the Freshwater Fish Marketing Corporation (F.F.M.C.) expects to distribute a second payment reflecting part of the Corporation's net income to fishermen this year.

While the traditionally important U.S. ethnic market is in decline, international (including European) markets for pickerel, northern pike and trout are predicted by the F.F.M.C. to remain fairly strong.

The decline in fish catch and quality from Lac La Ronge has meant that as much as one-half of the fish catch processed at the F.F.M.C. plant in La Ronge originates from lakes on the west side of northern Saskatchewan.

Unless prices for cutter white fish improve (the main commercial catch from Lac La Ronge) and commercial limits are increased, the catch and total income from commercial fishing on Lac La Ronge will not increase.

The economic impact of the F.F.M.C. plant in La Ronge on the area includes part-time employment of 15 to 30 people for six months, full-time employment for three persons, and trucking of product out of northern Saskatchewan.

Saskatchewan Parks & Renewable Resources has announced a new policy aimed at reconciling the interests of commercial and sport fishing and conservation and enhancement of the fishery resource in Saskatchewan. The major concern of the policy is the considerable impact of the rapid growth in sport fishing in Saskatchewan on the province's fishery resource in recent years, and it seeks to improve control of sport fishing where impacts have been greatest.

d. Other Resources

Trapping continues to be a supplementary source of income for many northern residents. Sales of furs to outlets in La Ronge have some impact on the area's economy.

Despite cost increases, conflict with fishing activity for use of lakeshore/marsh areas and problems of distance, the wild rice harvest has grown steadily in recent years. If consumer demand and prices remain strong, production will probably continue to increase. Air Ronge is a major centre of wild rice purchasing and processing in Canada.

5. HUMAN RESOURCES

5.1 POPULATION

The population of Air Ronge has increased steadily since the mid-1970's; according to statistics maintained by the Saskatchewan Hospital Services Plan (S.H.S.P.), the population of Air Ronge has evolved as follows:

1976: 306
1978: 363
1980: 519
1982: 556
1983: 532
1984: 539

The average annual increase between 1976 and 1984 in Air Ronge's population was 9.5%. On the assumption of a moderate (2%) annual rate of increase, the Village population is expected to grow as follows:

1988: 587
1993: 648
1998: 716

La Ronge's population has fluctuated much more dramatically in response to expansions and cutbacks in government programs and the level of resource exploration and development in northern Saskatchewan:

1976: 2,002
1978: 2,113
1982: 2,905
1983: 2,844
1984: 2,708

The population of the La Ronge Band living on the Lac La Ronge and Kitsakie Reserves increased from 612 in 1976 to 875 in 1981 (Source: Statistics Canada); Indian and Northern Affairs Canada estimates that the present population of the Band resident on these reserves and in La Ronge is 1,085 persons. The treaty population in the area has increased

steadily since 1976.

The composition of the Air Ronge population between 1978 and 1984 has evolved as follows:

	1978	1984
% male:	56 %	54 %
% female:	44	46
% 0-4 years of age:	14	13
% 5-9	14	11
% 10-14:	12	12
% 20-24:	12	7
% 25-39	27	32
% 50 or older:	0.3	9

These statistics suggest that the population of Air Ronge is becoming more similar in composition (except for the higher proportion of residents 19 years of age or younger, as noted in Section 3.3.2) to communities in southern Saskatchewan, in terms of the ratio of males to females, the drop in the proportion of people between 20 and 24 years of age (significant because this age range influences heavily a community's birth rate), and the large increase in the proportion of older residents. Table 10 shows the 1984 breakdown of Air Ronge's population by sex and by age.

The increased stability of Air Ronge's population is also illustrated by a comparison of 1978 resident survey results to those from the resident survey carried out for this study with respect to length of residency in Air Ronge:

TABLE 10:

1984 Breakdown of Air Ronge Population by Age and Sex

	Male		Female		Total	
	No.	%	No.	%	No.	%
Under 1	3	0.6	7	1.3	10	1.9
1 - 4	36	6.7	24	4.5	60	11.1
5 - 9	32	5.9	25	4.6	57	10.6
10 - 14	34	6.3	31	5.8	65	12.1
15 - 19	20	3.7	16	3.0	36	6.7
20 - 24	18	3.3	22	4.1	40	7.4
25 - 29	27	5.0	31	5.8	58	10.8
30 - 34	40	7.4	33	6.1	73	13.5
35 - 39	22	4.1	21	3.9	43	8.0
40 - 44	19	3.5	13	2.4	32	5.9
45 - 49	8	1.5	8	1.5	16	3.0
50 - 54	11	2.0	3	0.6	14	2.6
55 - 59	7	1.3	2	0.4	9	1.7
60 - 64	6	1.1	7	1.3	13	2.4
65 +	7	1.3	6	1.1	13	2.4
TOTAL	290	53.8	249	46.2	539	100.1

	1978	1984
2 years or less:	53 %	19 %
3 - 5 years:	19	45
5 - 10 years:	16	19
11 years or more:	12	17

Table 11 summarizes the trend in population change for Census Division 18 (which encompasses the Air Ronge/La Ronge area) from 1966 to 1983. Given the statistics shown above for Air Ronge, it is reasonable to conclude that Air Ronge is an oasis of population stability, characterized by steady growth, in an area which experiences dramatic population increases and decreases in short periods of time.

5.2 EMPLOYMENT

Table 12 shows the approximate employment breakdown of Air Ronge's working age population by sector/occupation, based upon information received from the Village Administration. The 1978 Air Ronge resident survey indicated that the unemployment rate in Air Ronge was less than 2%. It is now estimated to be approximately 14%. Most employed Air Ronge residents work in La Ronge. Air Ronge's role as a dormitory community of La Ronge, first identified in 1978, still holds, although the growth in the number of local businesses has been significant since then. Table 13 shows 1981 personal income (including employment and non-employment income) for men and women in Census Division 18.

TABLE 11:

Historic Population Data for Census Division 18

Year	Population	% Change	Method of Determining Population
1966:	22,100		Census
1971:	21,800	+3.1%	Census
1973:	24,100	+10.5%	Estimate
1974:	25,100	+4.1%	Estimate
1976:	21,100	-15.9%	Estimate
1978:	23,100	+9.5%	Estimate
1980:	24,800	+7.4%	Estimate
1981:	25,300	+2.0%	Census
1982:	28,100	+11.1%	Estimate
1983:	24,000	-14.6%	Estimate

Source: Statistics Canada

TABLE 12:

Village of Air Ronge: Approximate Employment Breakdown of Working Age Population by Sector/Occupation

Government Administration*:	50 (27% of employed residents)
Commercial/Service Business (excluding retail stores):	49 (26%)
Retail Stores:	14 (7%)
Education (including child care):	13
Health Care:	13
Contracting:	10
Tourism:	8
Tradespeople:	8
Transportation:	8
Mining/Exploration:	7
Wild Rice Growing:	3
Other:	5
Unemployed:	30 (14% of working-age population)
Retired:	6
Information Not Available:	6

*Federal, Provinical, Muncipal and Band

Source: Village of Air Ronge

TABLE 13:

1981 Personal Income *Profile, Census Division 18

1. Income Distribution:

Number of Persons in Income Range			
	Men	Women	
less than $2,000:	840	660	:less than $1,000
2,000 - 3,999:	640	515	: 1,000 - 1,999
4,000 - 5,999:	860	330	: 2,000 - 2,999
6,000 - 9,999:	1,050	355	: 3,000 - 3,999
10,000 -14,999:	860	775	: 4,000 - 5,999
15,000 -19,999:	825	420	: 6,000 - 7,999
20,000 -24,999:	865	395	: 8,000 - 9,999
25,000 or more:	970	715	:10,000 - 14,999
	6,910	650	:15,000 or more
		4,815	

2. Average Personal Income:

Men: $13,029 (compared to $16,384 for Saskatchewan)
Women: $ 7,309 (compared to $ 7,627 for Saskatchewan)

*includes employment and non-employment income

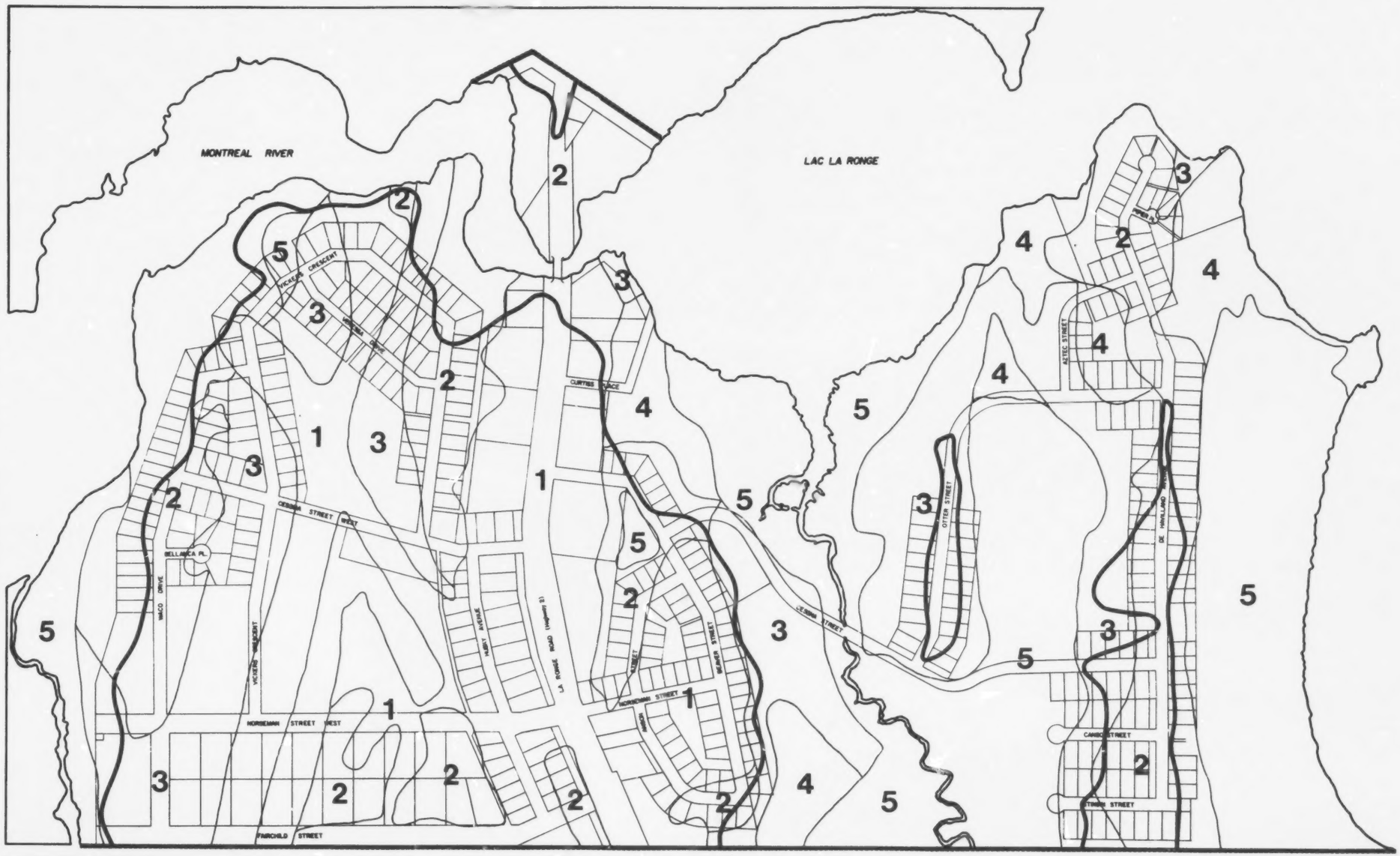
Source: Statistics Canada

6. NATURAL RESOURCES

The natural resource base of Air Ronge plays a major role in influencing the type and location of development which can take place in the future. An inventory and analysis of natural resources was therefore carried out as part of the 1978 community planning study. As a result of the 1978 analysis, the overall development suitability of lands within Air Ronge was mapped. This 1978 mapping was refined and re-mapped in a form illustrating the general level of constraints of development (Map 8). In addition, preliminary information regarding flood hazards has been made available, and Map 8 therefore also includes an indication of the approximate limit of 1:100 flood (i.e. a flood that has a 1% probability of occurring in any given year) for the old community area.

Interpretation of Map 8 indicates that of the ± 205 hectares within previous Village boundaries, approximately 140 hectares (± 67%) have no more than moderate constraints on development. Although the remaining ± 65 hectares (33%) could be developed, the economic costs and hazards associated with such development are sufficient to warrant a recommendation that these lands be avoided for urban development purposes.

In January 1985, the boundaries of the Village were extended west to Bigstone Lake. Therefore, a preliminary terrain analysis (at a reconnaissance level only; no field checking) was undertaken for the new community area. As indicated on Map 8 , the vast majority of land in the area offers moderately severe to severe constraints on development. A large 'island' of land with minor constraints exists south of the Montreal River, with a second area in the extreme southwest corner of the Village. Similarly north of the Bigstone Lake Road, all but a few restricted areas offer relatively severe constraints on development. Throughout the expansion area, the major development constraint relates to widespread areas of poorly drained organic soils.



AIR RONGE COMMUNITY PLANNING STUDY

1 NO SIGNIFICANT CONSTRAINTS
2 MINOR
3 MODERATE
4 MODERATELY SEVERE
5 SEVERE
— APPROXIMATE LIMIT OF 1:100 FLOOD

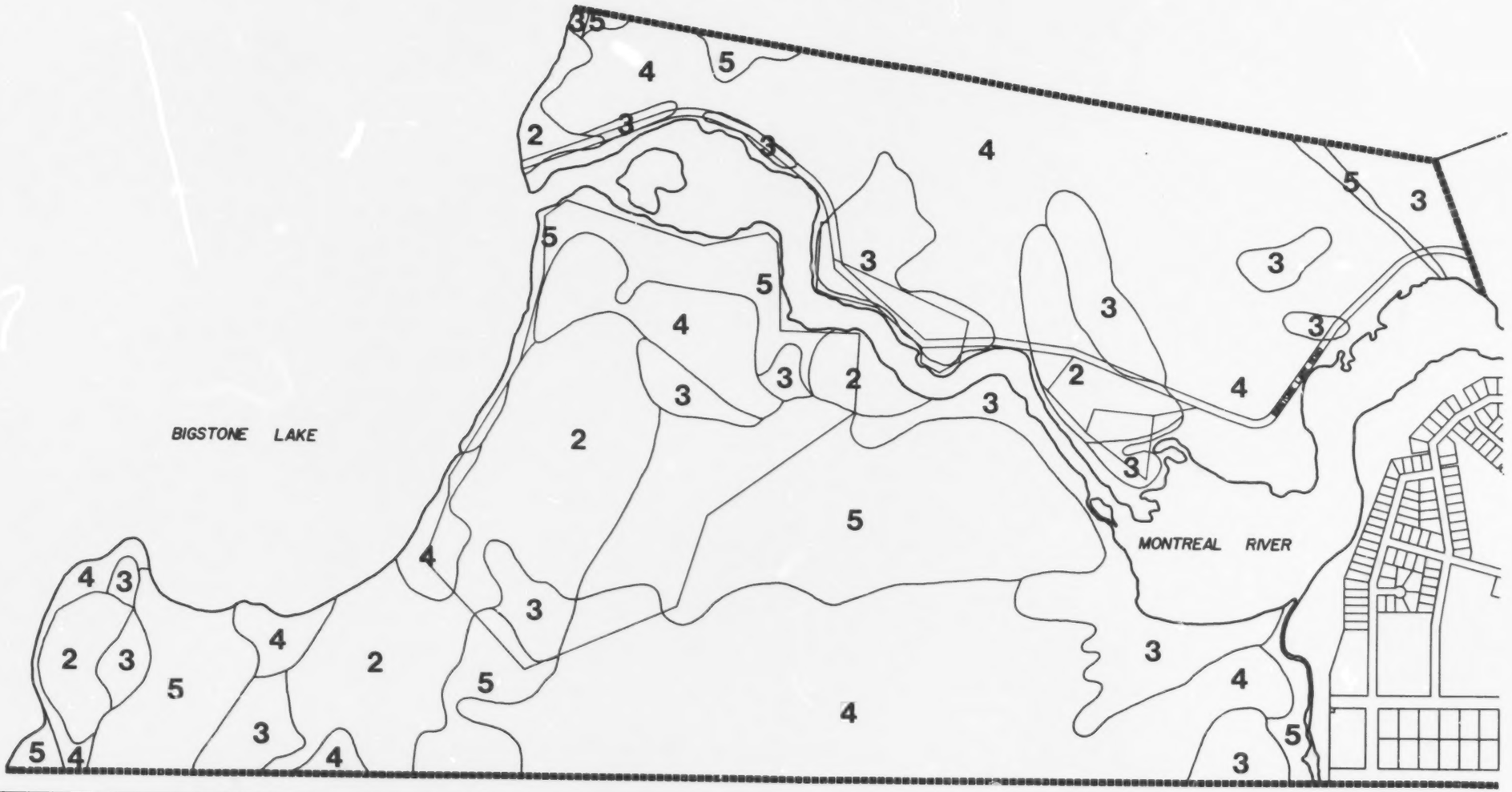
DEVELOPMENT CONSTRAINTS

scale in metres
0 10 50 100 200 500

prepared for:
THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby & Hanna & Associates | Landscape Architects & Planners
504 Queen Street, Saskatoon, Saskatchewan, S7K 0M3

8



AIR RONGE COMMUNITY PLANNING STUDY

1 NO SIGNIFICANT CONSTRAINTS
2 MINOR
3 MODERATE
4 MODERATELY SEVERE
5 SEVERE

PRELIMINARY RECONNAISSANCE ONLY
POSITION OF ALL FEATURES AND BOUNDARIES APPROXIMATE

DEVELOPMENT CONSTRAINTS

scale in metres
0 100 200 500

prepared for:
THE NORTHERN VILLAGE OF AIR RONGE

Hilderman Witty Crosby Hanna & Associates | Landscape Architects & Planners
504 Queen Street, Saskatoon, Saskatchewan, S7K 0M3

8 WEST

APPENDIX 1

RESIDENTS' QUESTIONNAIRE & SUMMARY

Northern Village of Air Ronge

Box 165
La Ronge, Sask.
SOJ 1LO

Phone 425-2107

July 1984

Dear Air Ronge Resident:

The Village of Air Ronge has recently begun an up-date of its community plan. The purpose of the planning study is to review what has happened in the community in the recent past, to examine present conditions, issues and concerns and problems, and to make recommendations and proposals for the future. The Village has hired a planning consultant to help up-date the plan.

As one part of the planning study, our consultant is going around to many of the homes in the community, using a special questionnaire, to find out about what's important to you. Once the results of the survey have been tabulated, a newsletter will be distributed to all homes, so you can compare your views and concerns with those of your neighbours. And as the study progresses, public meetings will be held so you can have an opportunity to comment on any proposals or recommendations.

Because we believe that the involvement of community residents is essential to the successful development of a plan that is supported by the community, we urge you to take a few minutes with our consultant and his questionnaire. Yours views are important.

Sincerely,

Gordon Stomp
Mayor, Northern Village of Air Ronge

GS/ljw

AIR RONGE RESIDENTS' QUESTIONNAIRE

Air Ronge is undertaking a community planning study. This study will examine the future development of Air Ronge. In order to gain resident input to the study, the Council is undertaking this questionnaire. We appreciate your time and co-operation.

1. How many people live in your house? _____ persons

2. a. How long have you lived in Air Ronge?

   2 years and under (please specify) _____

   3 - 5 years _____

   5 - 10 years _____

   10 - 25 years _____

   All my life _____

   b. Where did you live before moving to Air Ronge?

   _____

   c. How long did you live there ? _____ years

3. How old is your house/trailer? _____ years

4. a. Do you:

_____ own your house / trailer? _____ own your lot?

_____ rent your house / trailer? _____ rent your lot?

b. If you rent your house / trailer or lot, please indicate the owner:

_____ Private owner

_____ Government of Saskatchewan

_____ Other (please specify) _____

5. a. How important are the following items to you?

Please check each item:

	Very Important	Order of Ranking	Important	Not Important
recreation facilities				
more local shopping				
lakeshore park development				
more local industry				
better roads				

5. a.

	Very Important	Order of Ranking	Important	Not Important
riverbank park development				
more permanent job opportunities				
job creation/training programs				
increased public dock facilities				
children's playgrounds				
extending the Village boundary				
a village Fire Dept.				

b. For those items which you consider very important, please rank each in order of importance (1 means most important, 2 is second most important, etc.) Use the column indicated in question 5.a.

6. a. Do you want Air Ronge to:

	Yes	No
i. stay the same size	___	___
ii. grow into a bigger community	___	___
iii. have more industry/business development	___	___
iv. have more shopping facilities	___	___
v. have more housing	___	___

6. b. (Note any significant comments) _____

_____

_____

_____

7. Where do you buy daily needs? (Food, gasoline, etc.)

_____ mostly Air Ronge

_____ mostly La Ronge

_____ Air Ronge and La Ronge

8. a. Where do you shop for major items? (Vehicles, appliances, furniture, etc.)

Saskatoon _____

Prince Albert _____

La Ronge _____

Air Ronge _____

catalogue _____

b. Rank the two most important locations. _____

_____

9. a. Do you find shopping in the area inconvenient?

_____ Yes _____ No

9. b. Why? _____

_____

_____

10. a. Should Air Ronge offer more of its own shopping facilities?

_____ Yes _____ No

b. What types of shopping facilities ?_____

_____

c. Why? _____

_____

_____

11. In which sector(s) do you see the most potential for business development and job opportunities for Air Ronge and its residents? (Please rank in order of importance)

job creation/training programs	_____	(specifics?)	_____
tourism development	_____	(specifics?)	_____
light industry	_____	(specifics?)	_____
resource service companies	_____	(specifics?)	_____

11. more government offices and facilities _____ (specifics?) _____

natural resources (fishing, forestry, gravel, etc.) _____ (specifics?) _____

other (please specify) _____

_____

12. Given your comments in question 11, what in your opinion are specific actions which should be taken by:

a. the Air Ronge business community? _____

_____

_____

b. the Village of Air Ronge? _____

_____

_____

c. the Government of Saskatchewan? _____

_____

_____

13. a. How would you define your view of the future of Air Ronge?

optimistic _____

cautious _____

pessimistic _____

13. b. Why? _____

_____

_____

14. a. Do you plan to stay in Air Ronge for the foreseeable future?

Yes _____

No _____

Don't know _____

b. Why? _____

_____

_____

15. What do you like best about Air Ronge? _____

_____

_____

16. What do you not like about Air Ronge? _____

_____

_____

17. (Other Comments)_____

APPENDIX 1

AIR RONGE RESIDENTS' QUESTIONNAIRE SUMMARY

sample: 42 - 27% of total residences in Air Ronge

1. Size of sample households:

No. of People	No. of Houses
1 - 2	7
3 - 4	27
5 - 6	5
7 - 8	1
9 or more	2

2a) Years lived in Air Ronge:

No. of Years	No. of Houses
2 years & under	8
3 - 5 years	19
5 - 10 years	8
10 - 25 years	5
All my life	2

b) Place of residence before Air Ronge:

La Ronge (25)
Kindersley (1)
Regina (3)
Saskatoon (2)
Ontario (1)
Prince Albert (1)
Sandersonville (1)
Timber Bay (1)
Riceton (1)
Rural northern Sask. (2)
Melfort (1)
on a Reserve (1)

2c) No. of years lived in previous residence before Air Ronge:

No. of Years	No. of Responses
2 years & under	9
3 - 5 years	13
5 - 10 years	9
10 - 25 years	8

3) Age of house/trailer:

No. of Years	No. of Responses
less than a year	0
1 - 2 years	2
3 - 5 years	21
6 - 10 years	6
11 - 20 years	7
20 years +	6

4a)

Occupants	No. of Responses
own house/trailer	37
own lot	36
rent house/trailer	5
rent lot	6

4b) No. of renters who rent from:

	No. of Responses
Private owner	5
Government of Sask.	0
other	1

Specify others: Credit Union

5a) The following items were voted by degree of importance:

	No. of Responses		
	Very Important	Important	Not Important
recreation facilities	20	17	3
more local shopping	6	12	23
lakeshore park development	14	24	4
more local industry	16	19	7
better roads	13	17	12
riverbank park development	5	23	14
more permanent job opportunities	23	14	5
job creation/training programs	20	16	7
increased public dock facilities	4	26	17
children's playgrounds	18	24	0
extending the Village boundary	6	13	23
a village Fire Department	13	20	9

5b) Items considered the most important:

(Items are listed in order of importance according to ranking. Votes with a ranking of '1' received 12 points, with a ranking of '2' = 11 points, '3' = 10 points, etc.)

	Total Points
more permanent job opportunities	217
job creation/training programs	147
children's playgrounds	137
more local industry	132
recreation facilities	119
a village Fire Department	110
better roads	86
lakeshore park development	80
more local shopping	48
extending the Village boundary	34
riverbank park development	29
increased public dock facilities	4

6a) Residents who want Air Ronge to:

	No. of Responses	
	Yes	No
stay the same size	21	0
grow into a bigger community	21	6
have more industry/business development	31	11
have more shopping facilities	23	18
have more housing	23	19

6b) Specific comments in regards to the above (6a):

- Mohawk is overpriced
- It would be nice to see all the lots filled.
- Housing is in trouble.

7) Place where residents buy their daily needs (food, gasoline, etc.):

	No. of Responses
mostly Air Ronge	4
mostly La Ronge	36
Air Ronge and La Ronge	2

8a) Place where residents shop for major items (Vehicles, appliances, furniture, etc.):

	No. of Responses
Saskatoon	13
Prince Albert	26
La Ronge	15
Air Ronge	1
catalogue	8

8b) The two most important locations where residents shop for major items:

	No. of Responses	
	Most Important	2nd Most Important
Saskatoon	7	3
Prince Albert	16	11
La Ronge	13	6
Air Ronge	0	2
catalogue	4	3

9a) Residents who feel shopping is/is not inconvenient in the area:

	No. of Responses
Yes	13
No	29

9b) Comments as to why residents feel shopping is not inconvenient:

- convenience is good (3)
- Mohawk is close by.
- It is convenient for what there is.
- What is available is close enough. (2)
- Variety is good at Mohawk.

Comments as to why residents feel shopping is inconvenient:

- expensive (6)
- poor selection of goods/services (6)
- There's nowhere to shop in Air Ronge.(2)
- Mohawk is too expensive.
- Are forced to go into La Ronge.
- It's not competitive pricewise.
- Not enough stores.
- Poor selection of clothing.

10a) Residents who feel Air Ronge should/should not offer more of its own shopping facilities:

	No. of Responses
Yes	26
No	16

10b) Types of shopping facilities residents feel Air Ronge should offer:

- Co-op style (11)
- major grocery store (7)
- shopping centre/mall (5)
- clothing store (2)
- Safeway (1)
- I.G.A. (1)
- corner store (1)
- everything (1)

10c) Comments as to why residents feel Air Ronge <u>should</u> offer more of its own shopping facilities:

- Would like to be able to shop in Air Ronge.
- Would be more convenient.(2)
- Would be beneficial to both parties.
- Competition (3)
- Convenience stores are too expensive.

Comments as to why residents feel Air Ronge <u>should not</u> offer more of its own shopping facilities:

- La Ronge serves Air Ronge fairly well.
- La Ronge is already developed and is close by.(4)
- Too many shopping facilities already. (2)
- Air Ronge can't support any more for its size.
- Should put more effort towards tying the two (Air Ronge and La Ronge) together.
- Are well served with what is already in Air Ronge. (2)
- Should concentrate on getting jobs, tax base before shopping.
- Not "should" offer more, but is it possible?

11) Sector(s) in which residents feel there is most potential for business development and job opportunities for Air Ronge and its residents:

(Sectors are listed in order of importance according to ranking. Votes with a ranking of '1' received 6 points, with a ranking of '2' = 5 points, '3' = 4 points, etc.)

	Total Points
light industry	109
tourism development	103
natural resources (fishing, forestry, gravel, etc.)	88
resource service companies	66
job creation/training programs	53
more government offices and facilities	39
other	-

Specifics:

government offices and facilities:

- hospital
- daycare (4)

natural resources:

- coal and peat
- fishing

tourism development:

- golf course
- camping
- lakeshore park development
- day park or campground

light industry:

- grocery store (2)
- cottage handicraft to northern engineering design
- get an inexpensive method of obtaining black dirt.

12) Residents opinions as to specific actions which should be taken by:

a) the Air Ronge Business Community:

- should promote industrial growth
- be competitive - longer business hours for tourism
- At present the individual business are just trying to hold their own and are sending their kids out to find a future elsewhere.
- should be working as a group to try and promote business that will help them all

b) the Village of Air Ronge:

- look into getting a small peat factory going
- promote and encourage business enquiries
- building more business
- make businesses aware of available space in Air Ronge
- limit S.M.D.C.'s powers
- make available lots more attractive
- clean-up the business district, i.e. 'cedar villas'
- encourage development of office/commercial space
- should try to work together with La Ronge to promote unity
- hire a particular person to provide and promote ideas, i.e. smokehouse industry in Indian Band
- try to create a cleaner community

c) the Government of Saskatchewan:

- financial assistance
- increase the grants for addition of sewer and water
- grants for recreational facilities
- should be promoting tourism more
- if Government is located here, they should be spread out between the two (Air Ronge and La Ronge)
- attract light industry and job creation
- Government shouldn't have moved out
- slowly phase out S.M.D.C.'s development
- a new hospital (2)
- should try to promote mining companies to settle in the north

13a) Definition of residents' view of Air Ronge's future:

	No. of Responses
optimistic	28
cautious	13
pessimistic	1

b) Comments:

- poor economic condition since D.N.S. left
- economic climate - housing and job problems (4)
- The lake is here - Air Ronge should be around as long as any other small community.
- Air Ronge could grow larger than La Ronge.
- things are at a stand still
- no foreseeable industry
- should remain stable as a community
- poor local economy and attitude - esp. local businesses
- optimistic as there is good planning
- cautious - La Ronge is going down
- Air Ronge is a young community with lots of kids.
- poor economy and interest rates
- Air Ronge is tied to La Ronge so there will always be recreation pressure and Air Ronge can provide it.
- hope it continues to grow
- optimistic as long as Air Ronge continues as a bedroom community to La Ronge
- optimistic if mining or business would return to the area
- Air Ronge is doing good compared to a couple of years ago.
- good quiet community and beautiful property - better than La Ronge yet close enough to benefit from their commercial ammenities
- Air Ronge seems to go in a 4-6 year cycle.
- housing market is slow, people aren't investing

14a) Residents who do/do not plan to stay in Air Ronge in the foreseeable future:

	No. of Responses
Yes	37
No	3
Don't know	2

b) Why:

- moving to Saskatoon - taxes too high
- moving away
- will move if I can sell my house
- may go back to the north
- will stay but it depends on job
- will stay for 3 years at the most
- will stay if house doesn't sell in a month

15) What residents like best about Air Ronge:

- Quiet (30)
- peaceful as opposed to La Ronge - traffic is light (10)
- good-looking community (3)
- it's basically just a residential area
- close to the lake (2)
- nice people (4)
- like the view (3)
- large lots (8)
- out of the way (6)
- new housing - good effort and upkeep
- has individual nature
- good recreation facilities
- everything
- good street lighting
- easy involvement in community affairs
- good planning so far (3)

15) cont'd

- residential area is within walking distance of; dock, playground and shopping (2)
- low taxes (4)
- better road maintenance than La Ronge (2)
- lack of drunk natives hanging around
- water and sewer is cheap
- good communication with Council
- good playgrounds
- my job (self-employed)
- fishing
- low crime rate
- small community (3)
- good location (2)
- no neighbours (2)

16) What residents don't like about Air Ronge:

- roads and road maintenance (9)
- Dog control is lacking. Packs of dogs running loose and polluting lawns. (3)
- Semi-controlled nature of uncontrolled dog and cat population (2)
- lack of attitude toward streetface
- keeping frontage of lots clear of parked vehicles and trailers
- dust and pot holes (2)
- entry into Air Ronge
- need more traffic control (i.e. stop signs)
- taxes too high
- no water and sewer
- local grocery outlet
- juvenile delinquency (regular break-ins) (2)
- vandalism
- Council doesn't seem to promote the entire district including La Ronge - don't see it as beneficial to Air Ronge.

17. Other Comments:

- try and keep Air Ronge as the suburban area of the business town of La Ronge (3)
- general image could be improved. (2)
- like to see motocross or B.M.X. track (2)
- like to see more pavement. (2)
- swimming pool - combined with Air and La Ronge, better suited in Air Ronge, lake is too cool to swim in (3)
- two co-ops wouldn't work
- like to see a bicycle path or trail for children - get them off the roads. (2)
- children's playground has room for improvement - no slide
- develop a park near the highway
- no soccer field
- like to see a tennis court (2)
- air strip needs improvement
- nice to leave it a "suburban" community
- could use a good motel (2)
- would have been nice to have a shopping centre (3)
- won't ever have any services such as the post office, liquor store, hospital - these tend to draw people
- Fire department may contribute to community spirit.
- theatre for shows needed - entertainment (2)
- like to see a car wash
- Air Ronge's entrance serves both Air and La Ronge - should be improved
- local crafts, etc. sales booth located next to tourist to serve as an outlet for local talent.
- like to see a golf course
- recreational activities are important - should be developed (2)
- playground and ball park is good (3)

17. cont'd.

- keep up recreational planning
- don't like to see so much of the recreational grant going to Uniplex
- like to see a nice beach with a lifeguard
- Air Ronge council does a good job
- like to see Air Ronge as a northern Industry hub for Northern Saskatchewan, Alberta, Manitoba
- like to see bus stop shelters for children in winter
- like to see a fire group and truck here in Air Ronge (4)
- streets are far better than La Ronge - good job on the roads
- need recreation facilities and employment (2)
- rink only open part of the year (3)
- there is no signage on highway outlining services offered in Air Ronge (2)
- the highway strip needs some greening-up (2)
- black fly control - very important (2)
- Should develop Air Ronge in the right direction as a separate community from La Ronge.
- clean up the industrial area
- obtain cable T.V. versus Satellite
- work together for tourism
- clean up the Lake
- open up to acreages i.e. along Bigstone Road
- everyone is a potential customer for black dirt
- 2nd largest x-country ski club is here - great climate and facilities but not known in the south.
- people should be more informed of council activities - no newsletter
- lack of community spirit goes back to government involvement - transient attitude

17. cont'd.

- governing the policy of single family dwelling units - tends to lead to traffic and noise
- would like to see a sand beach beside bridge over river (2)
- need home for battered women
- senior's complex - would lead to meals on wheels
- LCA doing a good job
- business district across the highway doesn't look well planned
- ditches along the highway need cleaning out
- like to see river development (perhaps park along river) (2)
- trucks carrying dangerous goods over same bridge as water line runs over
- maintenance for snow clearing
- library is important
- being a small community you know all your council members and are free to voice your opinions
- like to see development of a couple of baseball teams or leagues
- too bad Air Ronge can't be a small self sufficient community like La Ronge
- become more business independent from La Ronge
- improvement of roads needed
- develop something that is immediately visible to tourists
- would like to see continued development of dock - expansion of beach
- would like to see organized area location of parking, beach and boat docks
- would like to see central highway strip re-zoned, better planned and better looking
- would like to see beach, picnic and park at the dock area
- like to see better edge definition of lots
- like to see all western housing units connected to water and sewer

APPENDIX 2

BUSINESS COMMUNITY QUESTIONNAIRE & SUMMARY

Northern Village of Air Ronge

Box 165
La Ronge, Sask.
SOJ 1LO

Phone 425-2107

July 1984

Dear Air Ronge Businessman:

The Village of Air Ronge is undertaking a community planning study, whose aim is to examine the future development of Air Ronge. The Village has hired Hilderman Witty Crosby Hanna & Associates, Landscape Architects and Planners, and Deloitte Haskins & Sells Associates, Management Consultants, both of Saskatoon, to carry out the study.

The two firms, as part of their fact-finding work, are carrying out questionnaire interviews with a representative sample of Air Ronge residents, as well as interviews (using a special questionnaire) with businesses in Air Ronge. The business community questionnaire includes some questions which involve the business providing information on its present operations and future plans and which may be considered by the the business interviewed as confidential and proprietary.

The Village, of course, recognizes and respects the right of each business to decline to divulge such information. However, we wish to assure each business contacted that the two firms will be carrying out the interviews in private; that information identified by a business interviewed as confidential will be treated in confidence by the consultants, and will appear in any reports to the Village and residents only in a form and manner which prevents any reader from identifying the source of the information (for example, information on sales would only be included in a report if it could be and were aggregated with information for other businesses); and the consultants will tabulate questionnaire results and keep the completed questionnaires in their private possession (they will be destroyed by the consultants following completion of the study).

Because we believe that the strong and sincere participation of the residents and businesses of Air Ronge is essential to the achievement of an effective community plan, the Village urges residents and businesses to participate and cooperate in the study. Your input is essential.

Sincerely,

Gordon Stomp
Mayor, Northern Village of Air Ronge

AIR RONGE BUSINESS COMMUNITY QUESTIONNAIRE

Air Ronge is undertaking a community planning study. This study will examine the future development of Air Ronge. In order to gain resident input to the study, the Council is undertaking a questionnaire for the residents in general, and this special questionnaire for the Air Ronge business community. Thank you for your time and co-operation.

1. What is the name that your business or company is known by?

   _____

2. How would you describe your business? (Goods and/or services offered): _____

   _____

   _____

3. How long has your business been established in Air Ronge ?

   _____ years

4. How many employees do you normally employ:

   full-time _____

   part-time _____

   seasonal _____ (period of the year) _____

5. a. How would you break down your total sales in a year by geographic area?

Air Ronge	_____%	
La Ronge	_____%	
La Ronge Reserves	_____%	
surrounding region	_____%	
other Northern Sask.	_____%	
tourists	_____%	
other (specify)	_____%	_____
	100%	_____

b. If your business has significant sales to tourists, what is your estimate of the origin of the tourists you serve?

Saskatchewan	_____%	
Other Western Canada	_____%	
Eastern Canada	_____%	
United States	_____%	
Other (specify)	_____%	_____
	100%	_____

6. a. What were your total sales for the most recent 12 month period? $_____

b. How did these sales compare to annual sales in 1982?

$_____

c. How did these sales compare to annual sales in 1980?

$_____

7. a. With regard to the future of your business, do you have plans to:

	Yes	No
expand	_____	_____
stay the same	_____	_____
offer new products/services	_____	_____
move out of Air Ronge	_____	_____
(if yes, where?)_____		
close the business	_____	_____

b. Why? _____

_____

_____

_____

7. c. What specific things would have to happen to change your plans?

_____

_____

_____

_____

8. Are there any specific problems related to your business being located in Air Ronge with respect to any of the following:

a. manpower (specify) _____

_____

_____

b. transportation (specify) _____

_____

_____

c. communications (specify) _____

_____

_____

d. taxes (specify) _____

_____

_____

8. e. financial services (specify) _____

_____

_____

f. business services (legal, accounting, insurance, etc)

(specify) _____

_____

_____

g. finding required space (specify) _____

_____

_____

h. municipal and other government services (specify) _____

_____

_____

i. other _____

_____

_____

9. Can you identify any specific business opportunities which should be pursued by somebody because they would do well in Air Ronge? _____

_____

_____

_____

_____

10. In which sector(s) do you see the most potential for business development and job opportunities for Air Ronge and its residents? (Please rank in order of importance)

job creation/training programs	_____	(specifics?) _____
tourism development	_____	(specifics?) _____
light industry	_____	(specifics?) _____
resource service companies	_____	(specifics?) _____
more government offices and facilities	_____	(specifics?) _____
natural resources (fishing, forestry, gravel, etc.)	_____	(specifics?) _____
other (please specify)	_____	

_____

11. Given your comments in question 10, what in your opinion are specific actions which should be taken by:

a. the Air Ronge business community?_____

_____

_____

b. the Village of Air Ronge?_____

_____

_____

12. c. the Government of Saskatchewan? _____

_____

_____

13. Other comments _____

_____

_____

_____

_____

_____

_____

_____

_____

_____

APPENDIX 2

AIR RONGE BUSINESS COMMUNITY

QUESTIONNAIRE SUMMARY

1. What is the name that your business or company is known by?

- La Ronge Sales and Service Ltd.
- Riverside Motel
- ICG Liquid Gas
- Cambrian Glass Ltd.
- S.M.D.C. - Saskatchewan Mining & Development Corp.
- Quandt Enterprises
- Anderson's Tire & Muffler Ltd.
- Air Ronge Bulk Sales
- Noonan Engineering Ltd.
- Knudzen Concrete & Knudzen Northland Construction
- Gabrush Transport
- Sumlic & Son Mechanical & Welding
- Little Richards
- Leo's Tool Rental
- Air Ronge Mohawk
- Bennett Enterprises
- La Ronge Industries
- Mid-City Electric

2. How would you describe your business? (Goods and/or services offered):

- full service gas station
- confectionery/grocery store (2)
- motel
- seasonal car rental
- seasonal canoe rental
- seasonal car wash
- bulk and bottled propane sales
- propane appliances sales
- propane installation & service
- general glass repairs
- mineral exploration
- sales & services outboard motors
- sales & services chainsaws
- sales & services snowmobiles
- motor vehicle parts sales
- motor vehicle parts service
- wholesale bulk fuel
- wild rice growing & processing; make core boxes and frames
- wholesale bulk oil
- consulting engineering
- machine shop
- Redimix concrete sales
- heavy equipment - trucking service
- transport service
- motor vehicle service & repair
- restaurant
- lounge
- gasoline sales
- laundromat
- tool rental
- fire extinguisher sales
- concession @ Uniplex
- courier service
- coffee vender
- TV, stereo and appliance repair
- electrical contractor

3. How long has your business been established in Air Ronge?

Less than 1 year - 1
1 - 2 years - 4
3 - 5 years - 5
6 - 8 years - 4
more than 8 years - 4

4. How many employees do you normally employ?

Full-time - 75
Part-time - 15
Seasonal - 97

Period of year for seasonal employees:

Summer - 7
Fall -90
Winter - 0
Spring - 0

No. of businesses with:

	Full-time	Part-time	Seasonal
1 employee	3	1	1
2-3 employees	11	1	1
4-6 employees	2	1	1
7-10 employees	0	1	0
more than 10	2	0	1

5a) Cannot be tabulated.

5b) Cannot be tabulated.

6a) Total sales for all businesses for the most recent 12 month period:

$ 5,206,000.00

Breakdown of Sales:

	No. of Businesses
Less than $25,000.00	1
25,000.00 - 49,999.00	1
50,000.00 - 99,999.00	2
100,000.00 - 199,999.00	4
200,000.00 - 499,999.00	1
500,000.00 - 999,999.00	1
1,000,000.00 and more	3
No answer	5

6b) Total sales as compared to 1982:

$ 4,372,000.00

6b) cont'd.

Breakdown of sales for 1982:

	No. of Businesses
Less than $25,000.00	1
25,000.00 - 49,999.00	1
50,000.00 - 99,999.00	2
100,000.00 - 199,000.00	2
200,000.00 - 499,999.00	0
500,000.00 - 999,999.00	0
1,000,000.00 and more	3
No answer	8

6c) Total sales as compared to 1980:

$ 3,712,000.00

Breakdown of Sales:

	No. of Businesses
Less than $25,000.00	1
25,000.00 - 49,999.00	0
50,000.00 - 99,999.00	0
100,000.00 - 199,999.00	2
200,000.00 - 499,999.00	1
500,000.00 - 999,999.00	0
1,000,000.00 and more	2
No answer	11

7a) With regards to the future of your business, do you have plans to:

	No. of Businesses	
	Yes	No
expand	9	6
stay the same	8	4
offer new products/services	5	6
* move out of Air Ronge	0	9
close the business	0	9

* If yes where? : - (no answers)

7b) Why?

- Hope to expand building. Expecting market growth of up to 50% within 4 years.
- Will expand if base metal mining comes in.
- No plans due to economic climate.
- Introduced summer line of goods and service to meet local demand.
- Expansion due to demand for wheel alignments and car wash.
- No plans due to fluctuating population.
- No plans at present being we are a newly opened business.
- Expansion due to hopes of mining industry picking up.
- Potential expansion to enlarge lounge.
- Expansion due to lack of available space to handle level of sales.

7c) Specific things that would have to happen to change plans:

- better economic climate.
- increased occupancy.
- development of small mines within 100 mile radius.
- improved fishing would contribute to tourism.
- government incentives that promote mining development results in 25% rub-off for Northern Saskatchewan.
- perhaps a car wash.

8. Specific problems related to your business being located in Air Ronge with respect to any of the following:

a) Manpower

- competent help is hard to find
- clerical/yard and office
- labour intensive
- too specialized for existing manpower and not enough business for full employment.
- hard to find expertise and dependability.
- problem obtaining manpower.

Number of 'no' responses: 12

b) Transportation

- length of time to get equipment shipped in (back order problem).

Number of 'no' responses: 16

8c) Communications

- (no specific problems stated)

Number of 'no' responses: 18

d) Taxes

- taxes high for services obtained.
- business taxes too high

Number of 'no' responses: 15

e) Financial Services

- another good bank needed
- existing banks have computer problems.
- poor bank service
- since Bank of Montreal moved out the service has been terrible

Number of 'no' responses: 14

f) Business Services (legal, accounting, insurance, etc.)

- shortage of legal and insurance services (only one in town.

Number of 'no' responses: 17

g) Finding Required Space

- possible zoning problems for expansion
- space is poor due to inadequate landlord maintenance

Number of 'no' responses: 16

h) Municipal and Other Government Services

- access road needs improvement.
- waiting time for Health Care.
- hospital not able to serve areas needs and is rundown.
- water hook-up is too expensive.
- main line does not run down our street yet.
- no garbage pick-up by Village

Number of 'no' responses: 14

8i) Other

- frontage small - drainage ditch is in the way.
- road maintenance needs improvement.
- Air Ronge business district not centralized in local market area.
- distance from market for manufacturing

Number of 'no' responses: 14

9. Specific business opportunities which should be pursued by somebody because they would do well in Air Ronge:

- Air Ronge is tourist oriented - souvenir/gift shop would do well.
- Good lumber yard needed - all business presently going to Saskatoon.
- Radiator repair & air conditioning shop.
- 24 hour gas station in summer season.
- car wash (2)
- airport should re-open - private aircraft have poor service.
- swimming pool.
- more attention to expand the draw Air Ronge has on native population.
- clothing store.
- supermarket.

10. Sector(s) in which you feel there is most potential for business development and job opportunities for Air Ronge and its residents:

(Sectors are listed in order of importance according to ranking. Votes with a ranking of '1' received 7 points, with a ranking of '2' = 6 pts., 3 = 5 pts. etc.)

	Total Points
tourism development	66
light industry	58
natural resources (fishing, forestry, gravel, etc.)	44
resource service companies	34
more government offices and facilities	14
job creation/training programs	23

other: shopping market to accommodate Air Ronge Residents.

Specifics:

Resource service companies - gold mining
- mining

Light industry - if mining gets going
- radiator/air conditioning shop

10. Specifics: (cont'd)

Natural Resources - fishing especially, forestry: sawmill; chipboard plant

Tourism Development - motel
- hotel
- better promotion

11. Given your comments in question 10, what in your opinion are specific actions which should be taken by:

a) the Air Ronge business community

-any business/promotion that is tourism oriented (2)
-join Chamber of Commerce
-Chamber of Commerce does not welcome new businesses.
-general "facelift"

b) the Village of Air Ronge

- should ensure that people know Air Ronge exists.
- a working, structured system for attracting light industry.
- better co-ordinated effort between Air Ronge and La Ronge - too many duplications (i.e. road maintenance equipment)
- lowering lot prices.
- combine with La Ronge for an organized two community commerce effort, rather than rivalry.
- provide opportunity for mining company to develop housing - try to attract mining companies.
- population base is too low to attract more business.
- promote tourism (with La Ronge); promote Industrial Park
- support Chamber of Commerce

c) the Government of Saskatchewan

- try to attract light industry and small business to locate here
- examine the fishing resource.
- D.N.S. needs overhaul - don't want to see a repeat of their past record.
- good involvement in tourism and better involvement in resource management is needed.
- job creation
- policy/funding to assist wild rice industry.

12. (missing - questionnaires incorrectly numbered).

13. Other comments:

- Fire truck is needed in Air Ronge - 22 minute response time at present.
- Need park on West side.
- Need recreation facilities - should go hand in hand with development.
- Any mining that develops in the North will help the community.

13. Other comments: (cont'd)

- Town Council should have been imaginative and not allowed some of the "shacks" to be built.

- Why are there two communities? Air Ronge is the suburb of La Ronge.

- Tax benefits tend to promote Air Ronge as a better place to develop a business over La Ronge.

- Have had good luck with L.C.A.

- Need a good hockey rink in the winter.

- Need a covered rink - can't get reasonable ice time.

- Scary how close these two communites are and yet how far apart they are. Not good to have the two communities fighting it out as they are presently.

- Exploration is the key.

- Why are taxes in La Ronge so high and yet so many businessmen still set up business there instead of Air Ronge (where taxes are so much lower)?

- If there is no building progress, there is no work.

- Change of government tends to create temporary solutions and growth.

- Not strong in lumber industry - forest resource is poor.

- Government projects lead to skeletons that the community is left with.

- Need swimming pool - present swimming training for children is not enough, the Lake is too cold.

- La Ronge library needs expansion - selection of books is poor.

- Need recreation complex around the Ball diamond.

- Sewer and water hook-up is far too expensive.

- Present rink should be upgraded - Creighton-example of covered rink for less money than Uniplex.

APPENDIX 3

ASSESSMENT SUMMARY

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
23	1	1976	874	S.F. B.	full	oil	*	280	5240	5520
23	2	1965	672	S.F. B.	none	-		280	2940	3220
23	3	1977	576	S.F. B.	none	wood		280	2940	3220
23	4	1968	528	S.F. B.	none	oil	*	280	2550	2830
23	5	1974	720	S.F. Tr.	none	oil	*	310	3950	4260
23	6	1974	744	S.F. Tr.	none	oil	*	360	4370	4730
23	7	1974	1212	S.F. B.	none	oil	*	280	5700	5980
23	8	1968	1240	S.F. B.	none	oil	*	280	5520	5800
24	1	1965	704	S.F. B.	full	oil	*	280	6690	6970
24	2	1965	520	S.F. B.	none	oil		280	1850	2130
24	3	1965	520	S.F. B.	none	wood		280	2010	2290
24	4	1965	704	S.F. B.	none	-		280	2940	3220
24	5	1965	768	S.F. B.	none	oil		280	3520	3800
24	6	1968	1204	S.F. B.	full	oil/wood	*	280	7450	7730
24	7							280	0	280
24	8	1976	996	S.F. B.	full	oil	*	280	6410	6690
24	9	1977	768	S.F. B.	full	oil	*	280	4290	4570
24	10	1978	936	S.F. B.	full	oil	*	280	6220	6500
24	11	1965	768	S.F. B.	full	oil	*	320	6550	6870
24	12 & 13	1965	768	S.F. B.	full	oil	*	590	5720	6310
24	14	1965	768	S.F. B.	full	propane	*	280	4340	4620
24	15	1965	912	S.F. B.	none	oil	*	280	4280	4560
24	16	1965	768	S.F. B.	full	oil	*	280	4490	4770
24	17 & 18	1965	864	S.F. B.	full	oil	*	560	6630	7190

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
24	19	1977	996	S.F. B.	full	oil	*	360	6410	6770
24	20	1976	860	S.F. B.	full	oil	*	360	5190	5550
24	21	unknown	904	S.F. B.	full	oil	*	410	2890	3300
25	1 & 2	1965	704	S.F. B.	none	oil	*	550	4010	4560
25	3	1968	1050	S.F. B.	full	oil	*	280	6350	6630
25	4	1965	1050	S.F. B.	full	oil	*	280	6150	6430
25	5	1966	1050	S.F. B.	full	oil	*	280	6210	6490
25	6	1978	912	S.F. Tr.	none	oil	*	280	4820	5100
25	7	1970	996	S.F. B.	full	oil	*	280	7310	7590
25	8	1965	768	S.F. B.	full	oil	*	280	4790	5070
25	9	1962	1425	S.F. B.	full	oil/wood	*	270	5840	6110
25	10	1965	1104	S.F. 2 St.	none	oil	*	250	5770	6020
25	11	1965	768	S.F. B.	none	oil		280	3650	3930
25	12	1965	682	S.F. B.	full	oil/wood	*	280	3920	4200
25	13	1965	768	S.F. B.	full	oil	*	380	4390	4770
25	14	DOES NOT EXIST (Public Reserve used to be 14)								
25	15	1965	768	S.F. B.	none	oil		270	3680	3950
25	16	1975	882	S.F. Tr.	none	oil		280	3920	4200
25	17 & 18	1965	1066	S.F. B.	part	oil/wood	*	530	6070	6580
26	1 & 2	1964	1288	S.F. B.	full	oil	*	630	7920	8550
26	3 & 4	1965	1310	S.F. B.	full	oil	*	560	7920	8480
26	5	1965	768	S.F. B.	none	oil	*	330	4080	4410
26	6	1965	1080	S.F. B.	none	oil	*	280	4980	5260
26	7	1965	768	S.F. B.	none	oil		280	4490	4770
26	8	1965	912	S.F. B.	full	oil	*	280	4720	5000

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
26	9	1965	768	S.F. B.	none	propane		280	3550	3830
26	10	1965	704	S.F. B.	none	wood		370	3730	4100
26	11	1965	768	S.F. B.	none	oil		340	3350	3690
26	12	1965	864	S.F. B.	full	oil	*	280	5150	5430
26	13 & 14	1965	600	S.F. B.	full	oil	*	560	4160	4720
27	1	1976	832	S.F. B.	full	oil	*	360	6450	6810
27	2	1960	584	S.F. B.	none	oil/wood	*	300	2470	2770
27	3	1976	880	S.F. B.	full	oil/wood	*	360	5970	6330
27	4	1975	884	S.F. B.	full	oil	*	330	5760	6090
27	5	1977	1074	SF Bi-L	full	electric	*	320	9300	9620
27	6	1977	768	S.F. B.	none	oil	*	320	5510	5830
27	7	1956	1019	S.F. B.	full	oil	*	320	5380	5700
27	8	1978	960	S.F. B.	full	oil	*	350	6580	6930
27	9	CHURCH								
27	10	1977	1244	SF Tri-L	part	electric	*	320	10,350	10,670
27	11	1976	824	S.F. B.	full	oil	*	320	5050	5370
27	12	1976	996	SF Bi-L	full	oil	*	320	6410	6730
27	13	1976	996	SF Bi-L	full	oil	*	320	6410	6730
27	14	1977	1074	SF Bi-L	full	oil	*	250	8100	8350
28	1	KNUDSEN'S YARD								
28	2	1959	784	S.F. 2 St.	full	oil/wood	*	380	6190	6570
28	3	1981	1568	S.F. 2 St.	full	oil	*	580	20,570	21,150
28	4	1977	1372	S.F. B.	full	oil	*	380	8490	8870

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
28	5	1977	1180	SF Bi-L	full	electric	*	370	10,510	10,880
28	6	1976	1386	S.F. B.	none	oil	*	390	8790	9180
28	7	1976	1510	S.F. B.	full	oil	*	430	12,230	12,660
28	8	1976	1000	S.F. B.	full	oil	*	340	6660	7000
28	9	unknown	2520	S.F. B.	none	-	*	340	5240	5580
28	10							380	0	380
30	1							350	0	350
30	2							350	0	350
30	4	1982	1412	S.F. B.	full	electric	*	350	8730	9080
30	8	1978	1328	S.F. B.	full	oil	*	350	9460	9810
30	9	1979	1200	SF Bi-L	full	oil	*	350	8600	8950
30	10	1982	1052	S.F. B.	full	electric	*	350	6830	7180
30	11	1979	1572	SF Tri-L	full	oil		350	11,880	12,230
31	2	1978	1264	SF Tri-L	part	oil	*	430	11,010	11,440
31	3	1980	1076	S.F. B.	full	electric	*	350	6870	7220
31	4	unknown	720	S.F. B.	none	oil	*	350	3410	3760
31	5	1979	1144	S.F. B.	full	oil	*	350	8400	8750
31	6	1979	1056	SF Bi-L	full	oil	*	350	9000	9350
31	7	1980	1148	SF Bi-L	full	oil	*	350	10,130	10,480
31	9	1979	960	S.F. B.	full	oil	*	350	6320	6670
31	10	1979	1108	S.F. B.	full	oil/wood	*	350	6920	7270
31	11	1979	1048	SF Bi-L	full	oil	*	350	10,590	10,940

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
32	1	1979	1100	S.F. B.	full	electric	*	350	7910	8260
32	2	1979	1076	S.F. B.	full	oil	*	350	7420	7770
32	4	1980	1364	S.F. B.	full	oil/wood	*	380	9300	9680
32	5	1979	1152	S.F. B.	full	electric	*	380	7370	7750
32	10	1981	1108	S.F. B.	full	oil	*	350	7000	7350
32	11	1979	1242	S.F. B.	full	oil	*	350	9550	9900
32	14	1981	1108	S.F. B.	full	oil	*	350	7000	7350
32	16	1979	2019	SF Tri-L	full	oil		240	14,390	14,630
32	17	1979	1079	SF Bi-L	full	oil	*	350	8150	8500
32	18	1979	1242	SF Bi-L	full	electric	*	350	8140	8490
32	19	1980	1152	S.F. B.	full	oil	*	350	7170	7520
32	20	1980	1108	S.F. B.	full	oil	*	350	7000	7350
33	1	1979	1368	SF Tri-L	full	oil	*	350	12,270	12,620
33	2	1979	1450	S.F. B.	full	oil	*	350	11,140	11,490
33	6	1981	1108	S.F. B.	full	oil	*	350	7000	7350
33	9	1979	1400	S.F. B.	full	electric	*	340	8920	9260
33	10	1980	1607	S.F. 2 St.	none	oil/wood	*	340	12,080	12,420
33	11	1980	1064	S.F. B.	part	electric	*	350	8840	9190
33	12	1979	1290	S.F. B.	full	oil	*	350	10,360	10,980
33	13	1979	1188	S.F. B.	full	oil	*	350	11,490	11,840
34	2	1980	768	S.F. 2 St.	none	electric	*	350	7530	7880
34	3	1980	864	SF Bi-L	full	oil	*	350	7440	7790
34	4	1980	1212	SF 1 3/4 St.	full	oil	*	350	9880	10,230

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
34	5	1979	1121	S.F. B.	full	oil	*	300	7470	7770
34	6	1979	1152	S.F. B.	full	oil	*	350	7300	7650
34	7	1979	1494	S.F. B.	full	oil/wood	*	350	10,880	11,230
34	8	1982	1062	S.F. B.	full	oil	*	350	6880	7230
34	9	1982	1024	SF 1½ St.	none	oil/wood	*	350	8930	9280
34	10	1980	1020	SF 1 3/4 St.	none	wood	*	350	10,230	10,580
34	11	1979	784	S.F. 2 St.	full	electric	*	350	8270	8620
35	1	1980	1128	SF Bi-L	full	electric	*	350	9480	9830
35	2	1980	1164	S.F. 2 St.	none	-		350	280	630
35	3	1980	1404	S.F. B.	full	electric	*	350	13,830	14,180
35	4	1980	1138	SF Bi-L	full	electric	*	360	9070	9430
35	5	1979	912	SF Bi-L	full	oil	*	350	7630	7980
35	6							350	0	350
35	7	1980	792	S.F. 2 St.	none	electric	*	350	7570	7920
35	8	1979	728	S.F. 2 St.	none	electric	*	350	7990	8340
35	9	1980	1120	SF Tri-L	none	electric	*	350	10,840	11,190
35	10	1980	1376	S.F. B.	full	oil	*	350	8670	9020
35	11	1980	1220	S.F. B.	full	electric	*	350	9570	9920
35	12							350	0	350
35	13	1980	1060	SF Tri-L	part	electric	*	350	9610	9960
35	16	1980	1108	S.F. 2 St.	none	electric	*	350	11,040	11,390
36	1	1980	1040	S.F. B.	full	electric	*	350	6720	7070
36	2	1981	1108	S.F. B.	full	oil	*	350	7070	7420
36	3	1980	1068	S.F. B.	full	oil		360	6790	7150

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
37	1	1979	1332	SF Bi-L	full	electric	*	350	9660	10,010
37	2	1979	1074	S.F. B.	full	electric	*	350	7570	7920
37	3	1980	1078	S.F. B.	full	electric	*	350	6950	7300
37	4	1979	1144	S.F. 2 St.	none	-	*	350	11,410	11,760
37	5	unknown	816	S.F. B.	full	oil	*	350	5600	5950
37	9	1979	1212	S.F. 2 St.	none	electric		350	11,270	11,620
37	10	1979	1600	S.F. B.	none	electric	*	350	9300	9550
37	11	1979	1222	S.F. B.	full	-	*	350	7440	7790
38	1	1979	1240	S.F. B.	full	oil	*	350	9510	9860
38	2	1981	1108	S.F. B.	full	oil	*	350	7070	7420
38	3	1981	737	SF 1 3/4 St.	none	electric	*	350	8320	8670
38	4	1982	850	SF 1½ St.	none	electric	*	350	9370	9720
38	5	1983	744	S.F. 2 St.	full	oil/wood	*	350	7850	8200
38	6	1979	1131	S.F. B.	full	oil	*	350	9940	10,290
39	1	1980	1157	S.F. B.	full	oil	*	310	7430	7740
39	2							300	0	300
39	3	1981	1112	S.F. B.	full	oil	*	300	7019	7310
40	1	1981	1108	S.F. B.	none	oil	*	300	7010	7310
40	2	1980	764	S.F. B.	none	electric	*	300	7880	8180
40	3	1980	1085	S.F. B.	none	oil		300	5690	5990
40	4							370	0	370
40	5							280	0	280
40	6	1980	1162	S.F. B.	none	oil		280	5890	6170

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
40	7	1979	1088	S.F. B.	none	oil		300	5680	5980
40	8	1979	1088	S.F. B.	none	oil		300	5680	5980
40	9	1980	1088	S.F. B.	none	oil		300	5740	6040
40	10	1979	1088	S.F. B.	none	oil		300	5680	5980
40	11	1979	1088	S.F. B.	none	oil		400	5680	6080
40	12	1979	1088	S.F. B.	none	oil		280	5680	5960
40	13							470	0	470
40	14							440	0	440
40	15							300	0	300
40	16							320	0	320
40	17							280	0	280
40	18	1981	884	S.F. B.	none	electric	*	270	8900	9170
40	19							260	0	260
40	20							290	0	290
40	21							310	0	310
40	22							300	0	300
40	23							300	0	300
40	24							300	0	300
40	25							300	0	300
40	26							300	0	300
PARCEL E		1968	1584	S.F. B.	none	oil	*	190	7040	7230
46	7	1976	952	S.F. Tr.	none	propane	*	190	4340	4530
46	8									
46	13	1975	924	S.F. Tr.	none	oil	*	180	4030	4210

BLOCK	LOT	AGE	RATEABLE AREA	BUILDING TYPE	BASEMENT	HEATING SYSTEM	SEWER & WATER	LAND ASSESS.	BLDG. ASSESS.	TOTAL ASSESS.
46	14	1974	720	S.F. Tr.	none	oil	*	160	3940	4100
46	16	1967	1090	S.F. Tr.	none	oil	*	110	3770	3880
46	18	1968	732	S.F. Tr.	none	oil	*	170	3480	3650
52	5	1968	684	S.F. Tr.	none	oil	*	170	3440	3610
52	2	1977	672	S.F. Tr.	none	oil	*	160	3510	3670
52	10	unknown	460	S.F. Tr.	none	electric	*	160	4730	4890

NOTE: * on Sewer & Water includes water delivery and holding tanks.

APPENDIX 4

PRIORITY CAPITAL PROJECTS

APPENDIX 4: PRIORITY CAPITAL PROJECTS

The following items have been identified, in the Air Ronge Community Planning Study, as priority projects for development over the next few years. The estimated development costs are preliminary only and include (where applicable) any required design or other professional consulting costs. Further, these preliminary development cost estimates are based on the assumption that contractors are hired to undertake the work and that 'imported' materials from outside the area are used. Use of Village work crews and use of solely local materials could result in somewhat lower development costs.

ITEM	ESTIMATED CAPITAL COSTS	COMMENTS
1. Bigstone Lake Road Survey	$ 3,500.00 ±	
2. Survey of First Rural Residential Cluster	$ 4,000.00 ±	-based on $500.00 ± per lot
3. Village Office Site Development	$ 6,000.00 ±	
4. Highway No. 2 Streetscaping	$30,000.00 ±	-initial expenditure of $3,000.00 ± for professional design assistance. -includes segregated pedestrian pathway and 'street tree' planting.
5. Gordon Denny Park Site Development	$10,000.00 ±	-includes provision of parking area, landscaping of entry and development of grassed surface.
6. Lakeshore Park Expansion	$25,000.00 ±	-includes second dock, beach and parking development and day use facilities.